

NAVAL FIGHTERS NUMBER SEVENTY - THREE

EARLY BANSHEES'

THE McDONNELL F2H-1, F2H-2/2B/2N/2P



BY STEVE GINTER

INTRODUCTION:

In 1980, I published the second book in the Naval Fighters Series, the McDonnell Banshee F2H-1 through F2H-4. It was 78 pages with 95 photos and over 150 profiles. It was rather crude by today's standards, but was highly sought after and was reprinted two times. It has been out-of-print for more than 15 years and this volume has replaced at least part of it. This volume covers the F2H-1 and the F2H-2/2B/2N/2P Banshees. The F2H-3 and F2H-4 will be covered in a future volume. Because of the demand for the original volume and the fact that it was mostly drawings, as many as the layout permitted are included in this new volume.

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FRONT COVER: VC-4 F2H-2N BuNo 123307 night fighter in flight with a VC-4 F4U-5N night fighter near their base at NAS Atlantic City, NJ. (USN)
BACK COVER: VMJ-1 F2H-2P with 100 mission marks painted on the fuselage side on the snow-covered airfield at Suwan AB in 1952. (Dick Thompson via Warren Thompson) VMJ-1 F2H-2P BuNo 128885 was the next-to-last photo-Banshee built. (via Paul Freiler) VF-172 F2H-2 BuNo 124973 being refueled at Pohang in 1951. (via Gene Holmberg) VF-62 F2H-2 on the elevator of CVA-39 off the coast of Korea in 1953. (NMNA)

Below, September 1989 company photo of McDonnell's historical heavy hitters. The F2H-1 Banshee was surrounded by a Spanish F/A-18 Hornet, F-101B Voodoo, F-15 Eagle, F-4G Phantom II, FH-1 Phantom I, and AV-8B Harrier.



EARLY McDONNELL BANSHEES', THE F2H-1/2/2B/2N/2P

INTRODUCTION

On 6 July 1939, the McDonnell Aircraft Corporation was established at Lambert Field, St Louis, MO. From its beginning throughout the war, McDonnell was engaged in the production of subassemblies of other companies' aircraft and a limited order of Fairchild AT-21 trainers. However, McDonnell did produce one aircraft of indigenous design, the futuristic XP-67 Moonbat. Preliminary design work began in 1939 and culminated in its first flight on 6 January 1944. Only one prototype was built as the contract was cancelled after its crash and the sooner than expected winding down of the war. Much of the design concepts worked on for the XP-67 proved useful in the design of McDonnell's second aircraft, the FH-1 Phantom.

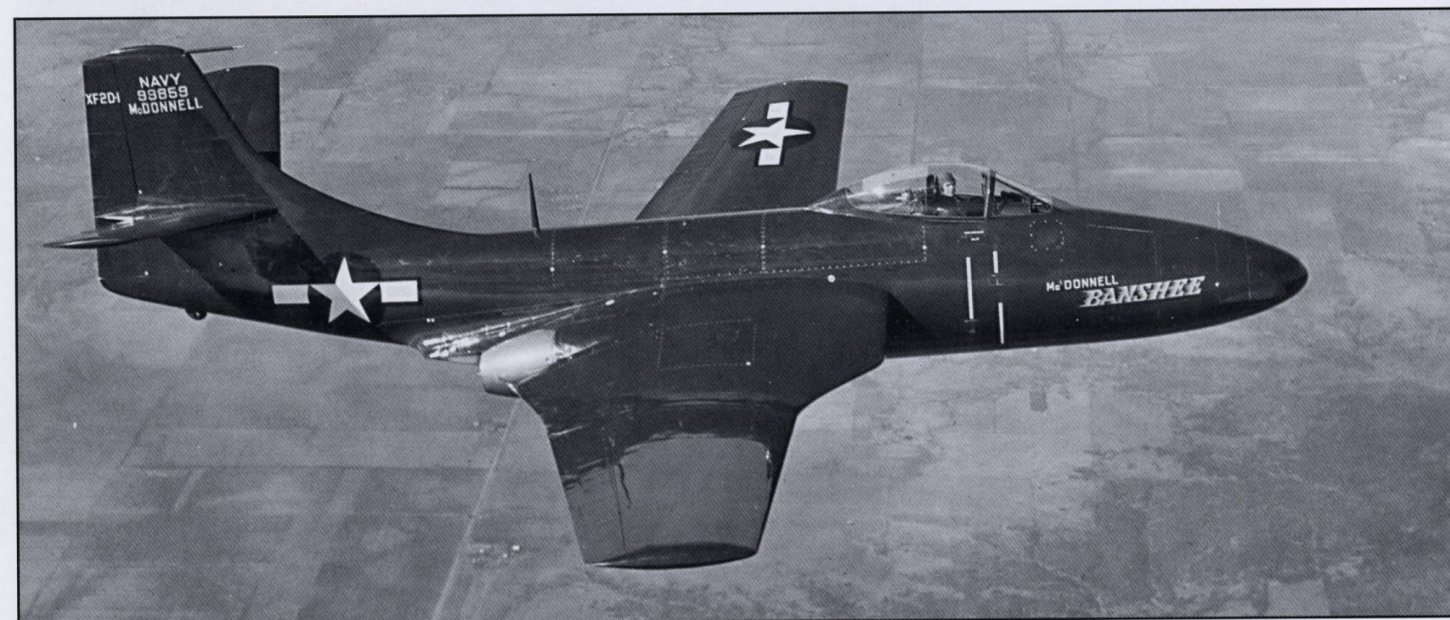
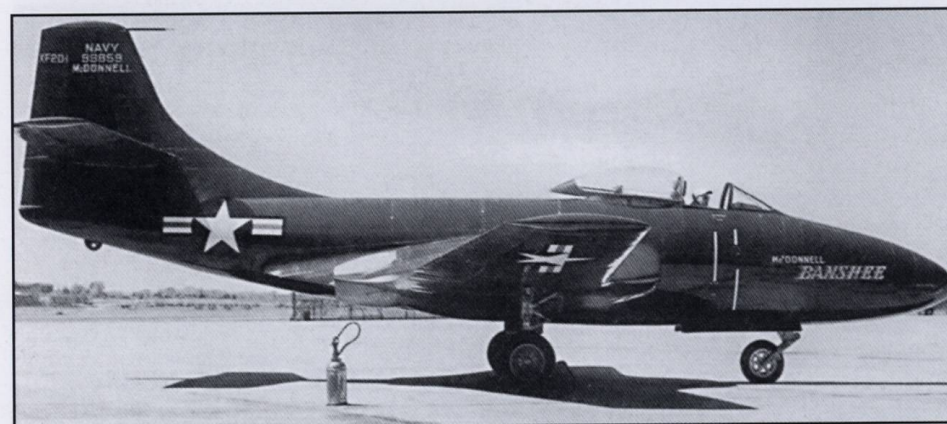
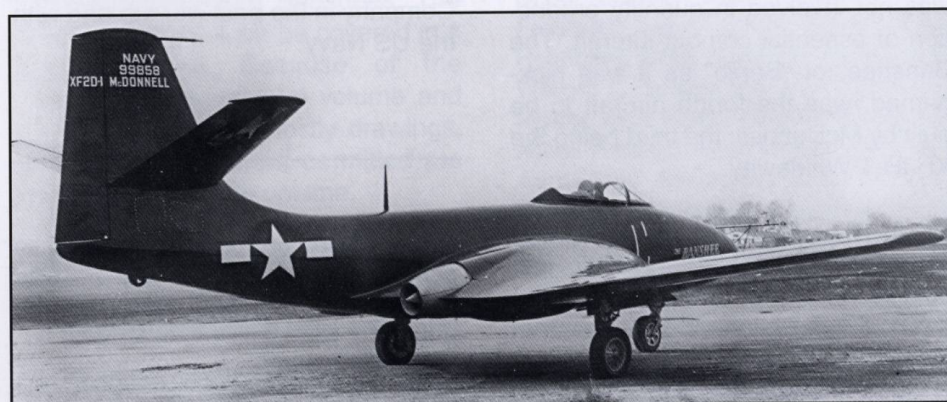
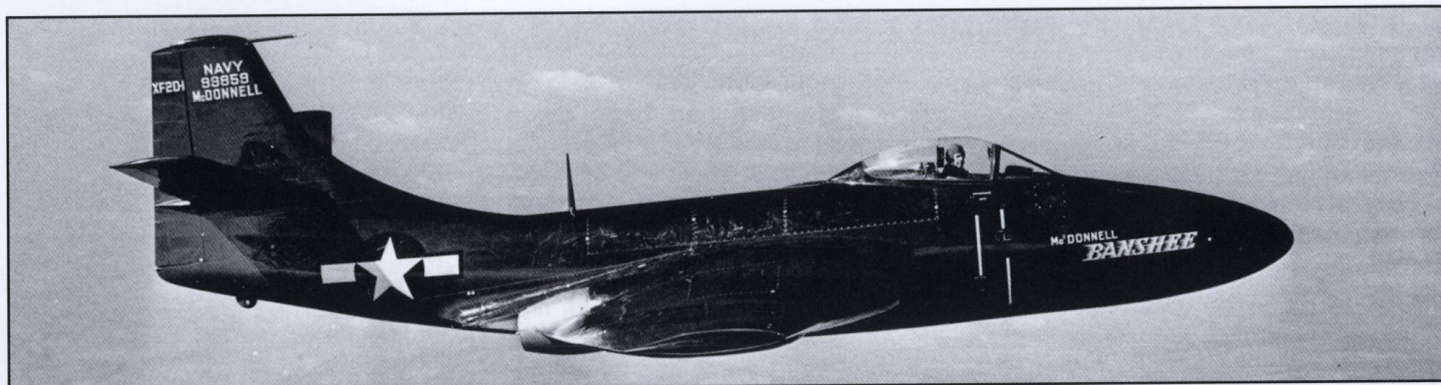
Jet propulsion was a field in which McDonnell had been doing research for some time, a field which would make McDonnell a continuous supplier of fighter planes for the US Navy. Three key factors were involved in the Navy's decision to chose McDonnell to produce its first jet fighter. These were: the innovative Moonbat, its research into jet propulsion, and the fact that the company was not involved in quantity production of essential combat aircraft. The Banshee, or "Banjo" as it was nicknamed, was the fourth aircraft to be built by McDonnell, the third being the XHJH-1 Whirlaway.

In 1943, the Navy contracted with McDonnell to build the world's first operational carrier-born jet fighter, the XFD-1/FH-1 Phantom. The Phantom proved that jet aircraft were compati-

ble with carrier operations, but lacked the range and speed to be effective weapons. The state-of-the-art in jet propulsion was advancing so rapidly that on 2 March 1945, only 35 days after the first flight of the XFD-1, the Navy ordered the XF2D-1 Banshee prototypes. The Banshee order would eventually amount to \$318.7 million dollars, a contract which would firmly establish the McDonnell Aircraft Company in the post war era and with the US Navy.

Below, the second XF2D-1 BuNo 99859 poses with the second XFD-1 BuNo 48236 on 23 May 1947. Note that the gun ports were faired over on both aircraft. (McDonnell)





Above and below, the second XF2D-1 BuNo 99859 on an early test flight over the St. Louis area in March 1947. Note the original large tail surfaces. (MDC) At left, the first Banshee prototype XF2D-1 BuNo 99858 with instrumentation boom on the nose. (via Peter Bowers) Below left, the second prototype BuNo 99859 with an interim tail; the dihedral has been removed from the horizontal stabilizer but the ventral fairing has not been reduced to the production shape. (MDC)

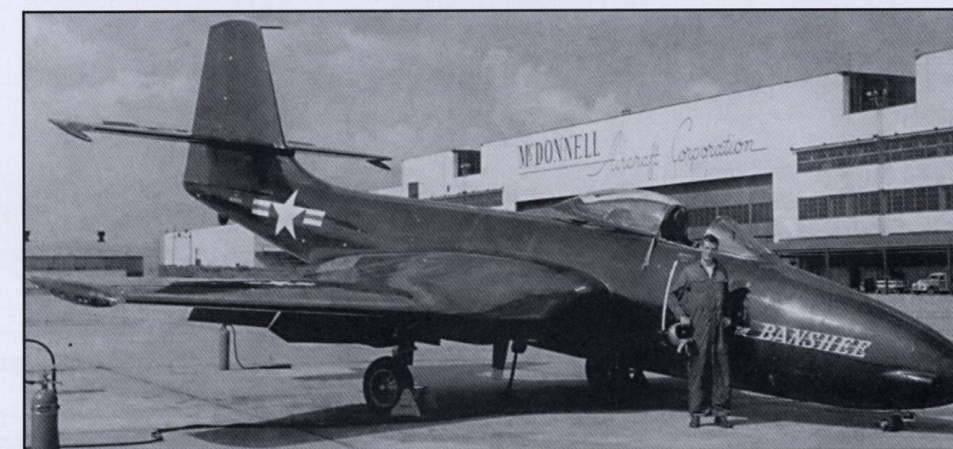
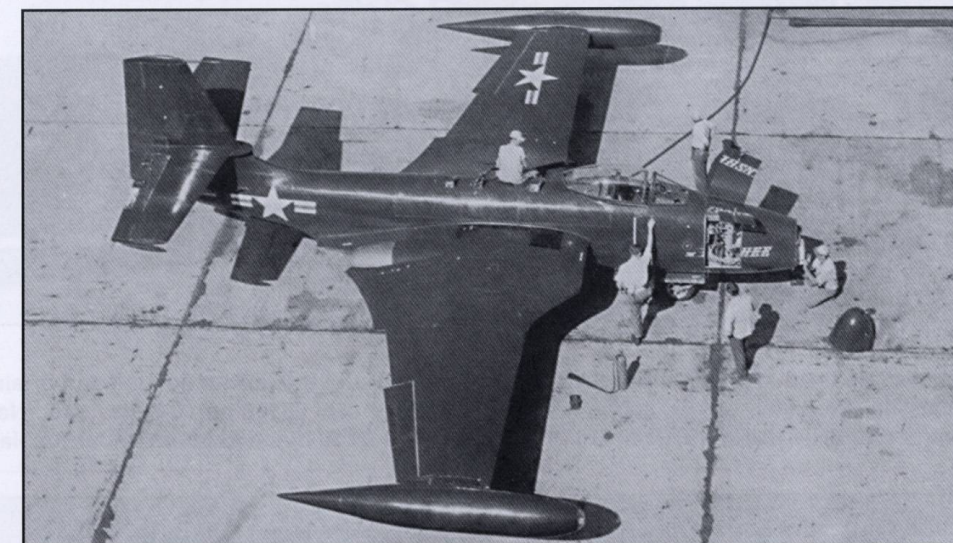
The intent of the Banshee was to give the Navy a carrier capable aircraft with the speed, range and armament equal to or better than its Air Force contemporaries. Basically, the design was a scaled-up Phantom designed around two 3,000 lb. Westinghouse J34-WE-22 engines (almost twice the thrust of the Phantom engines) and four 20mm cannons. The fuselage was length-

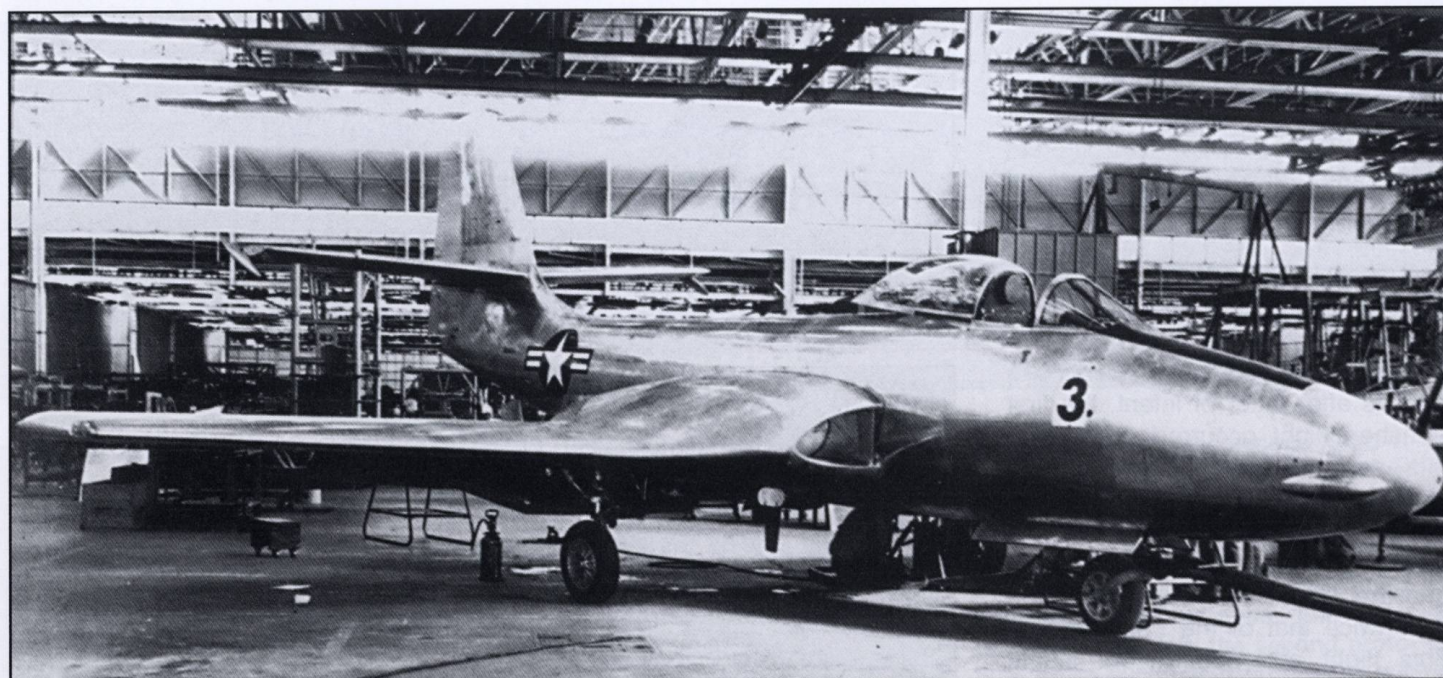
ened to provide more room for internal fuel tanks. So successful was the redesign on the Phantom's premise that the Banshee would live on through 895 aircraft of six different types and would be stretched by more than 25% in its final configuration.

DEVELOPMENT

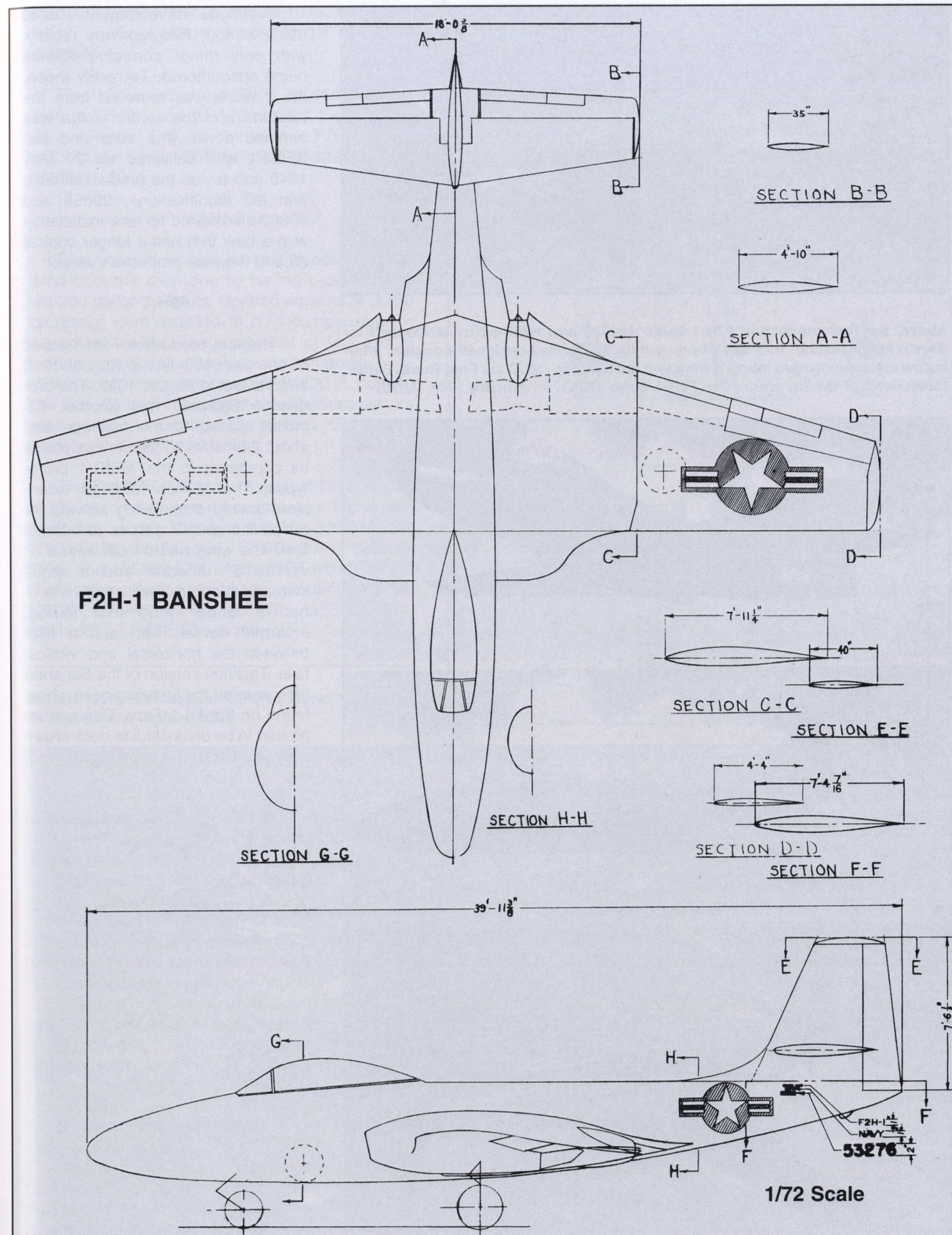
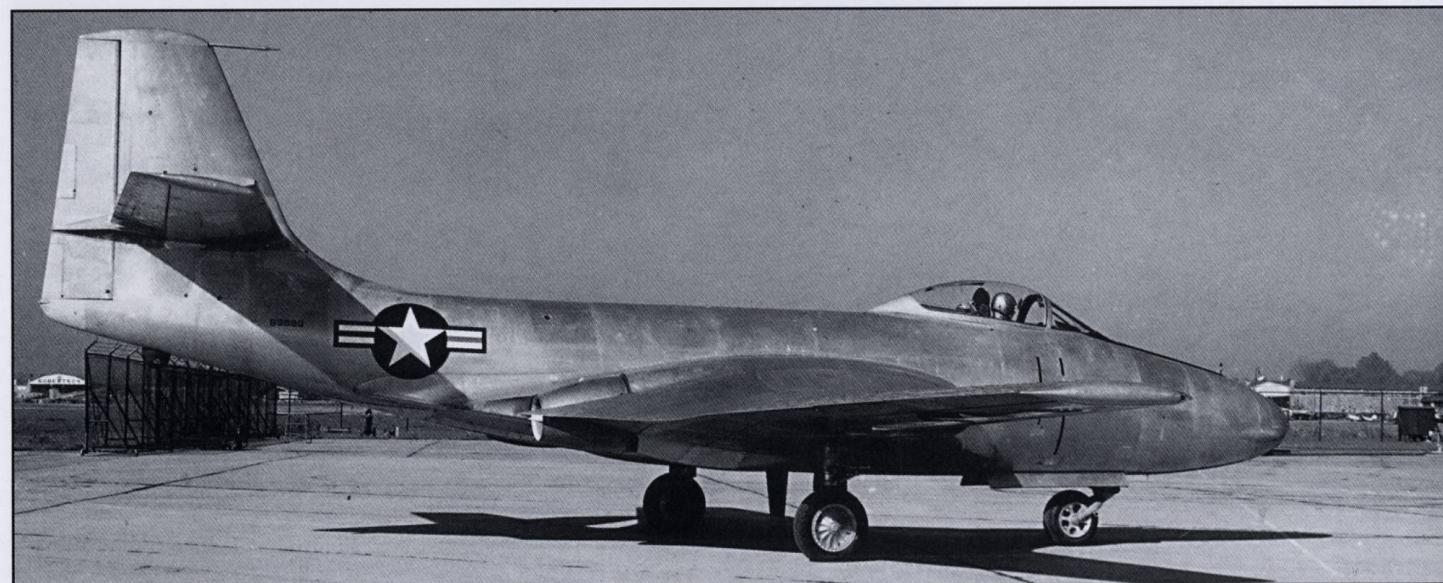
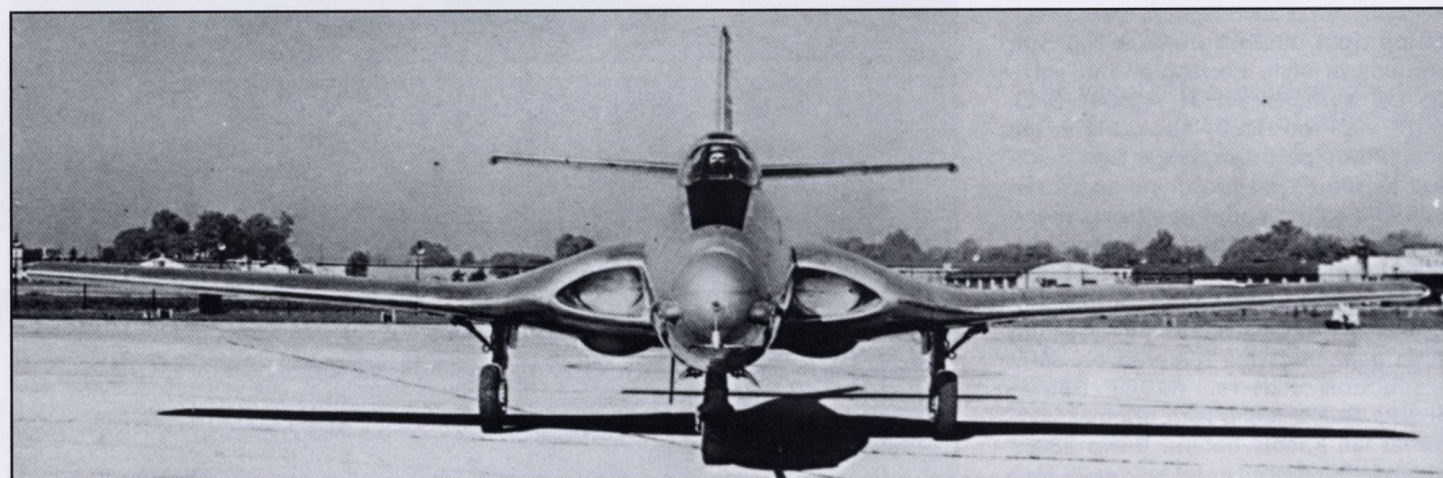
On 11 January 1947, twenty-two months after letter of intent, the first Banshee flight occurred. It was on this early Saturday morning that McDonnell's test pilot, Robert M. Edholm, discovered the Banshee's phenomenal rate-of-climb. The rate-of-climb was established at 9,000 fpm, twice that of the F8F Bearcat. This flight and subsequent flights impressed the Navy enough to award McDonnell a production contract for 56 F2H-1's in May 1947.

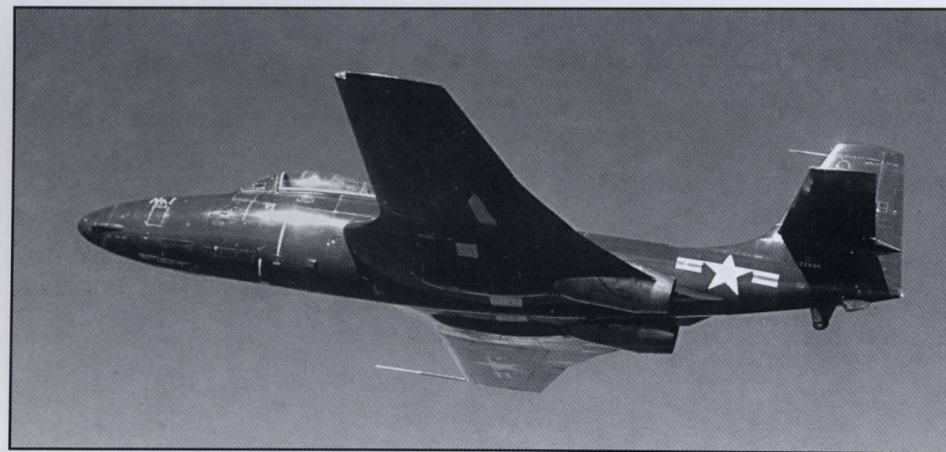
At top right, XF2H-1 BuNo 99858 with production style horizontal and vertical tail surfaces on 31 August 1948. (MDC via Fred Roos) Above right, the first prototype BuNo 99858 was modified as the F2H-2 prototype and fitted with 200 gallon tip tanks whose shape would change on the production -2s. (MDC) At right, the second XF2D-1 prototype BuNo 99859 with production type tail demonstrates the kneeling nose gear that was featured on early production F2H-1s. (MDC) Below, XF2D-1 BuNo 99858 with original horizontal tail kneels behind BuNo 99859 with modified horizontal tail on 21 May 1947. (MDC via F. Roos)



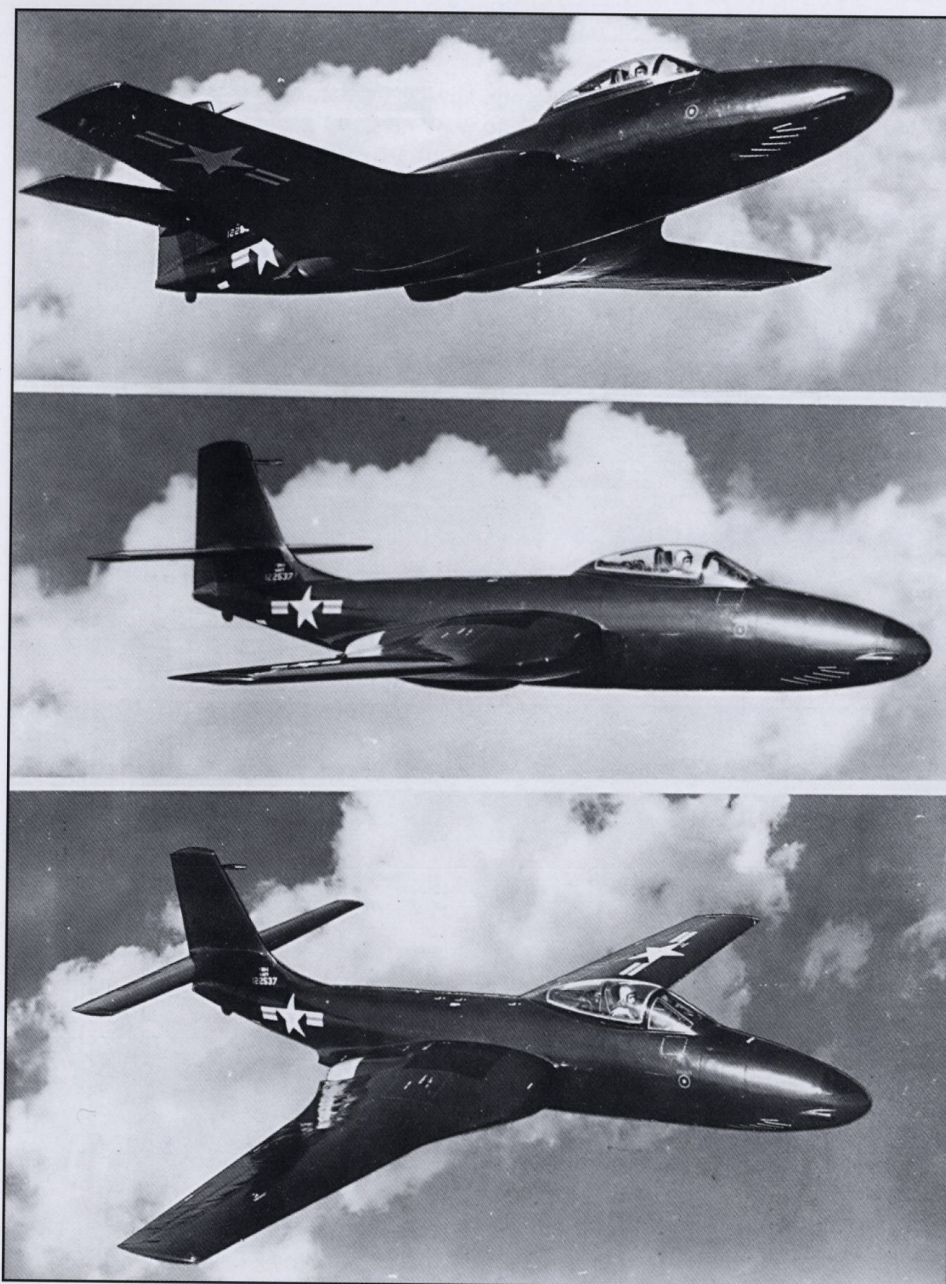


Above, the third XF2H-1 BuNo 98860 was completed with the production tail, but retained the original canopy of the prototypes. (National Archives) Below, head-on view of XF2H-1 BuNo 98860 on 10 June 1948. (National Archives) Bottom, side view of unpainted XF2H-1 BuNo 98860 on 10 June 1948. Note large blade antenna under fuselage. (MDC via Fred Roos)





Above, the first production F2H-1 BuNo 122530 was retained by McDonnell for development testing. It is seen here testing McDonnell-designed compact afterburners. Note extended inboard wing and tail bumper. (MDC via Fred Roos) Below, three views of the 8th production F2H-1 BuNo 122537 in January 1949. (MDC)



Prototype development (BuNo 99858-99860) followed very rapidly, with only minor control problems being encountered. To rectify these, the dihedral was removed from the tailplane and the ventral spine was trimmed down. The third and last XF2H-1 was delivered on 29 May 1948 and tested the production wing and tail modifications. 99858 and 99860 also tested tip tank installation with a tank that had a longer conical aft end than the production version.

F2H-1

The first production F2H-1 rolled off the assembly line in August 1948 and the last in August 1949. The production Banshee had another 12-inches added to the fuselage and about 24-inches to the canopy profile as compared to the XF2D-1 prototypes. The 12-inch fuselage extension forward of the wing allowed for an additional 177 gallons of internal fuel. The wing was thinner with a 3° versus 5° dihedral and a small increase in chord. Additionally, the -1 had a longer wing root fairing, enlarged dorsal fillet, and a fillet between the horizontal and vertical tails. This first version of the Banshee incorporated the kneeling nose wheel found on the FJ-1 Fury. This feature proved to be distasteful to deck crews and was dropped in subsequent models.

The F2H-1 proved that jets could be made with sea legs. The F2H-1 had a 700 gallon fuel capacity which gave it a 2,000 mile cruising range at 350 mph. Combat range was found to be 600 miles with a twenty minute combat time. To further increase the Banshee's range the procedure of single engine operations was developed. In the single engine state, fuel consumption was reduced to 225 gallons per hour. The -1 could not be fitted with tip tanks or other external stores.

Like the prototypes, the first ten F2H-1s were not delivered with ejection seats, but on 9 August 1949 LT J.L. Fruin in an ejection seat equipped F2H-1 became the first American pilot to use an ejection seat

in an emergency. Also in August 1949, the F2H-1 set an unofficial altitude record for jet aircraft of 52,000 feet.

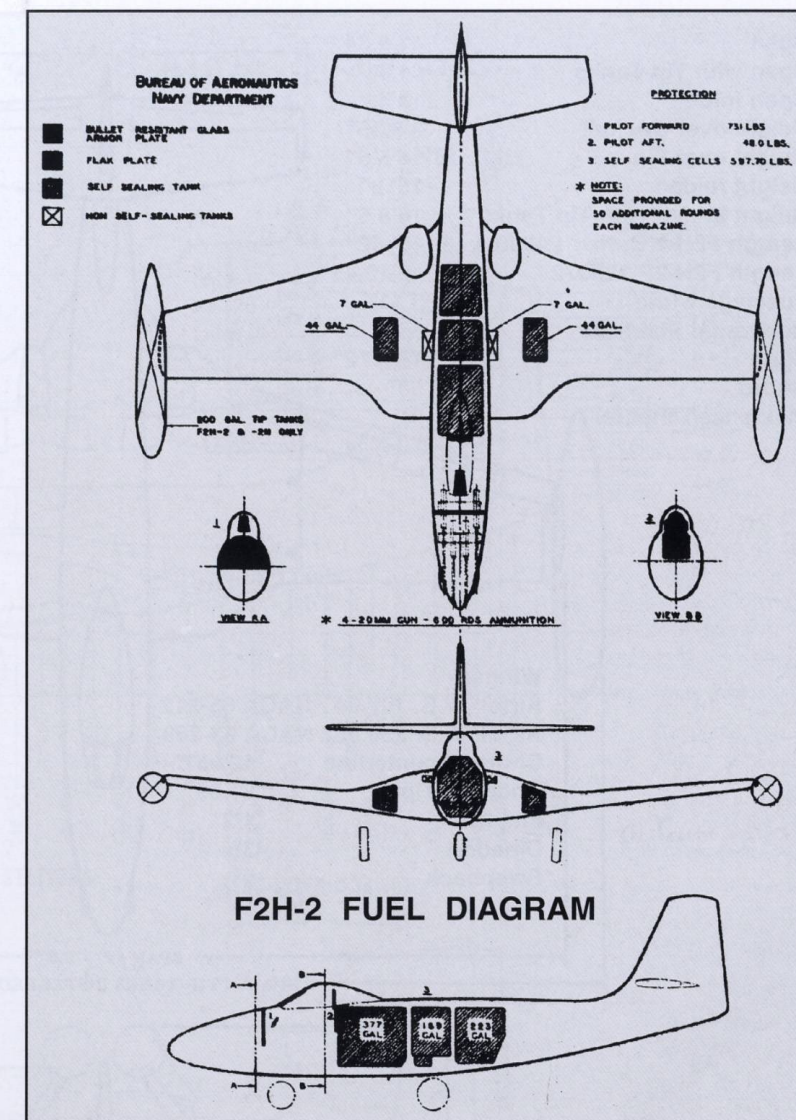
Fleet deliveries of the F2H-1 started in March 1949 to VF-171 and VF-172 at Cecil Field and to VX-3 at Atlantic City, NJ. A total of 56 F2H-1s were built; these were BuNos 122530-122559 and 122990-123015.

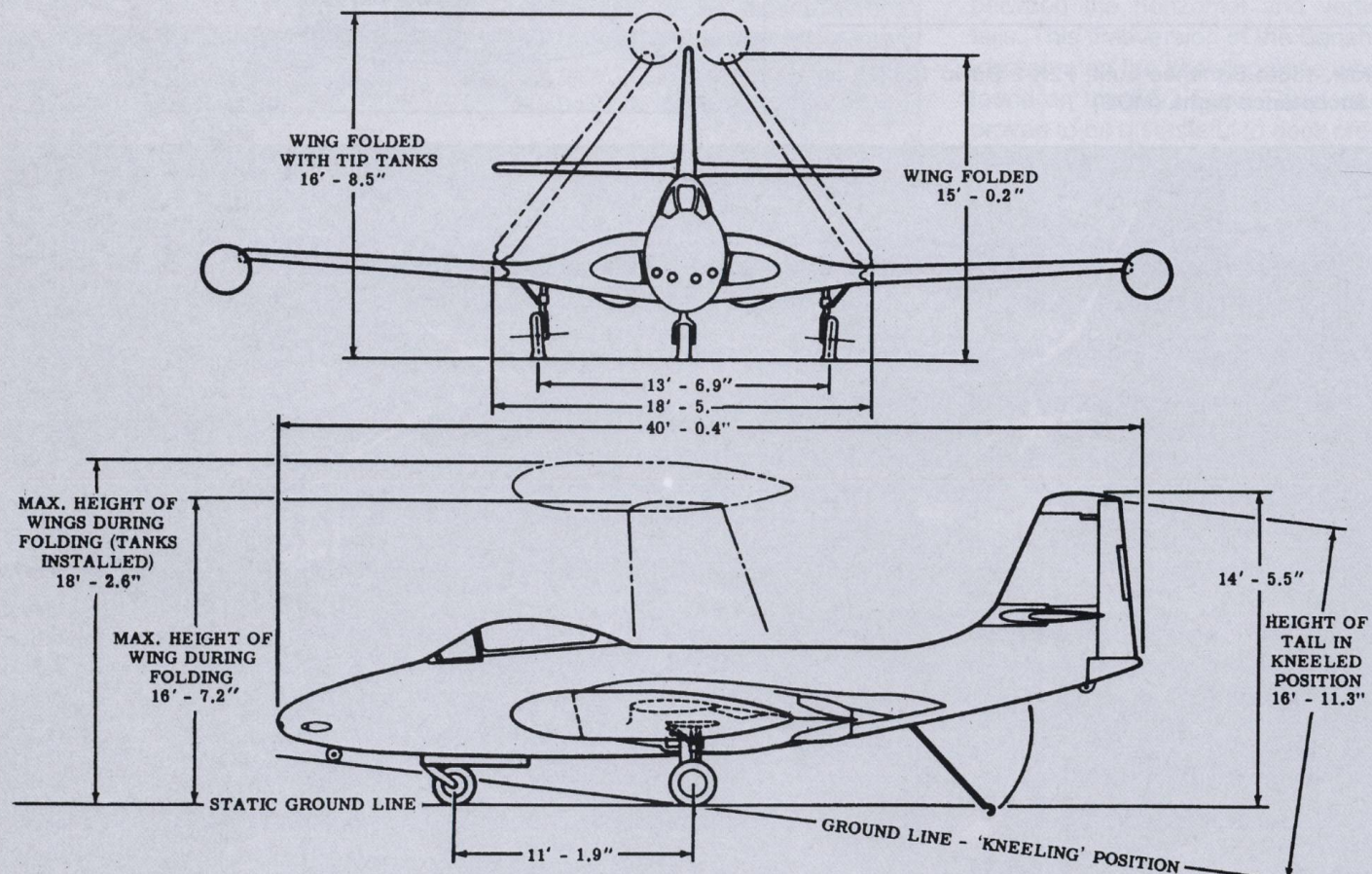
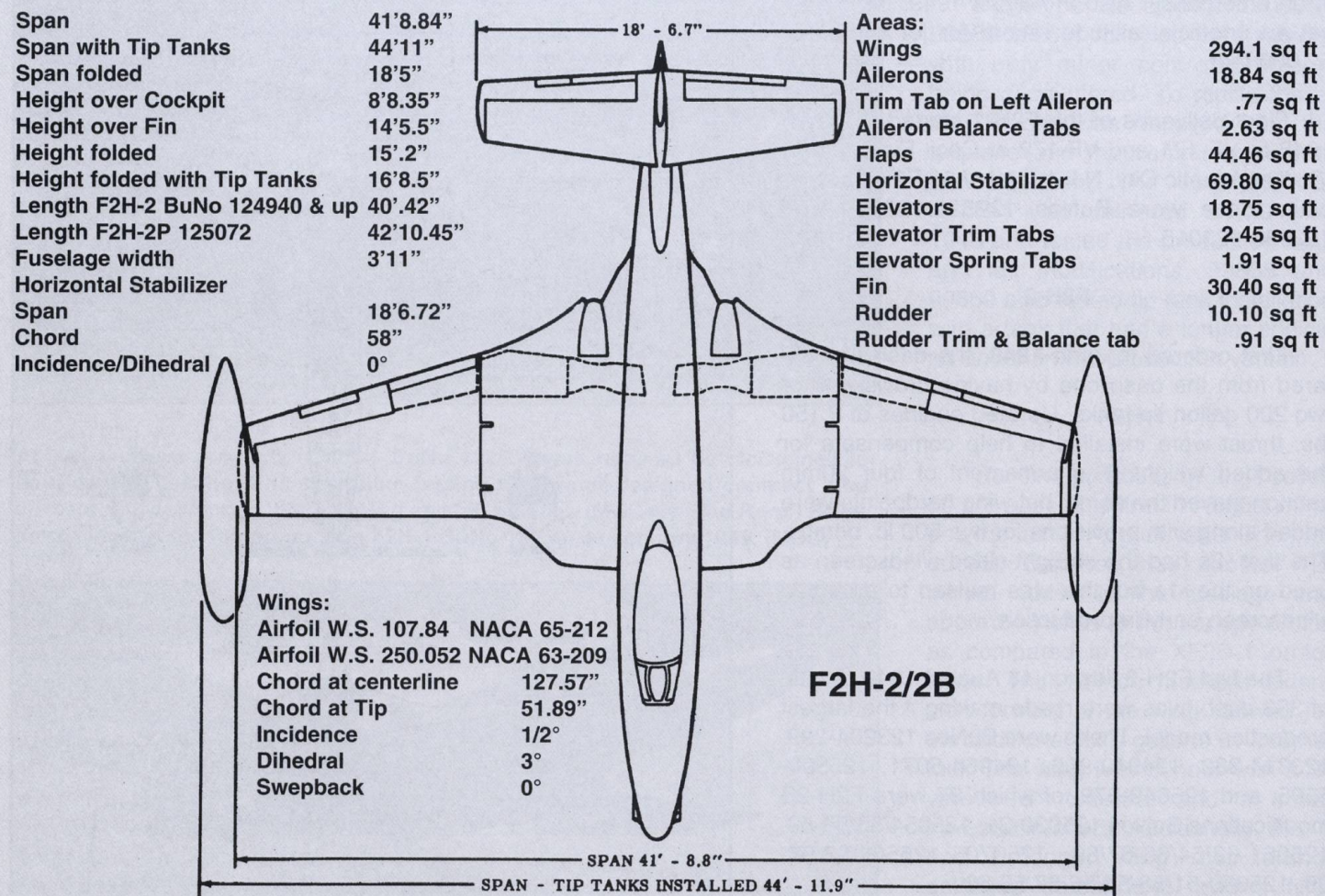
F2H-2

First ordered in June 1948, the dash two differed from the dash one by having provisions for two 200 gallon tip tanks. Uprated engines of 3,150 lbs. thrust were installed to help compensate for the added weight. The armament of four 20mm cannon stayed the same, but wing hardpoints were added along with provisions for two 500 lb. bombs. The first -2s had the straight-sided windscreen as used on the -1s but this was revised to a curved windscreen early in production.

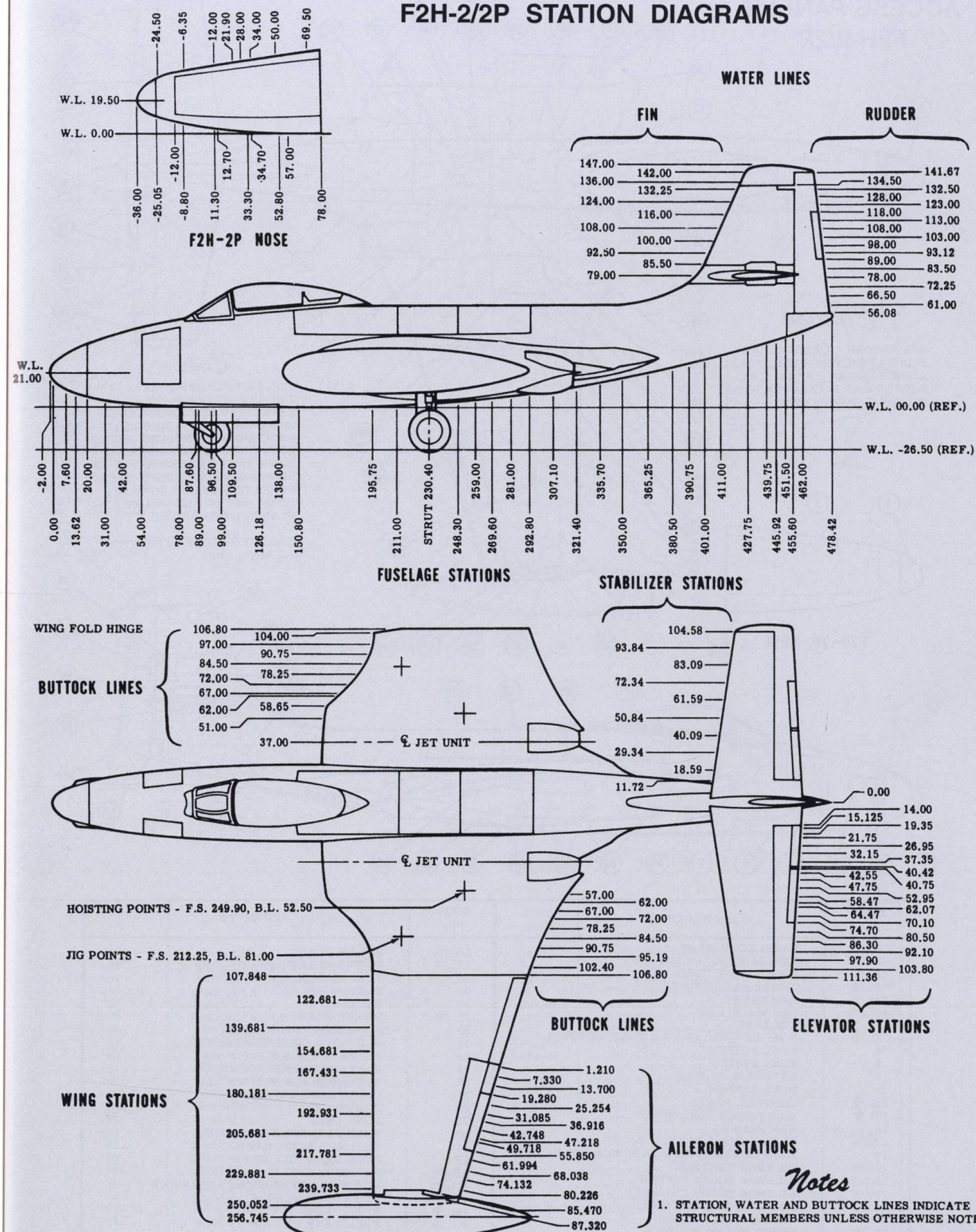
The first F2H-2 flew on 18 August 1949. A total of 333 dash twos were made making it the largest production model. These were BuNos 123204-299, 123314-382, 124940-955, 124964-5071, 125500-5505, and 125649-679, of which 27 were F2H-2B modifications BuNos 125030-31, 125054/56/58-59, 125061-62/64/66-67/69, 125070, 125500/02/04-05, 125650-51/53-54/56-57/59-62.

Below, 136th Banshee built, F2H-2 BuNo 123279 on its acceptance flight. (MDC)

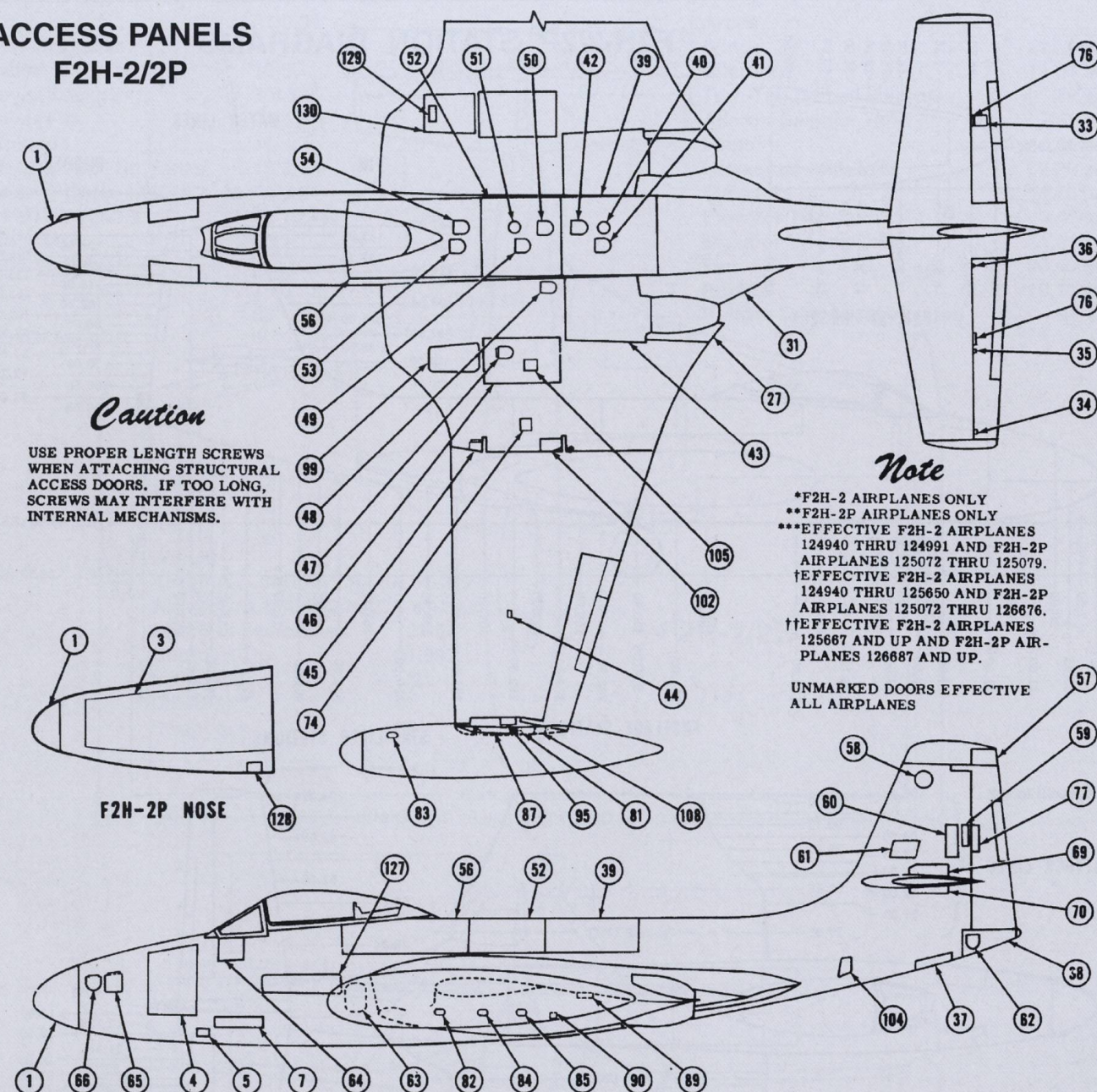




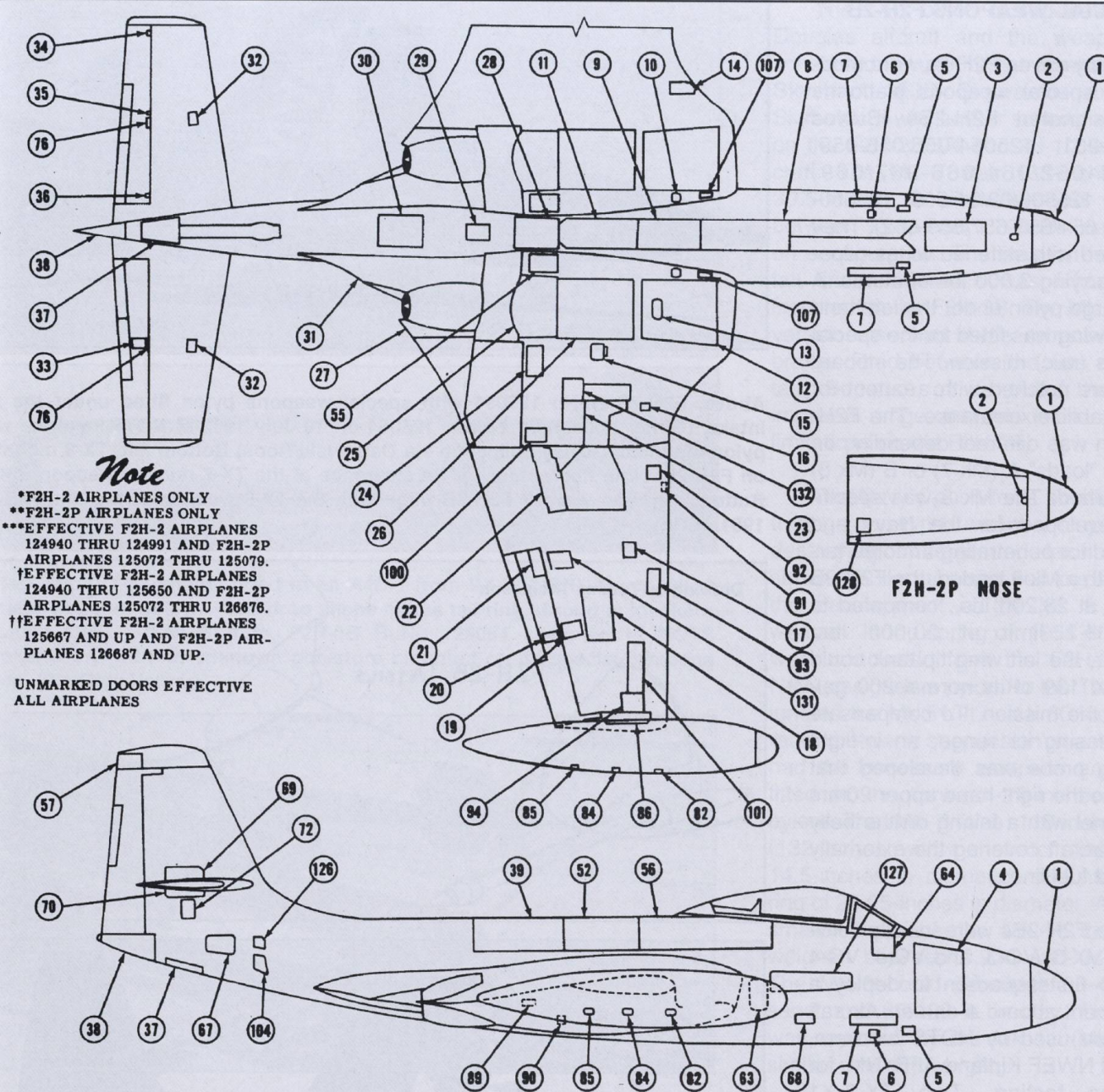
F2H-2/2P STATION DIAGRAMS



ACCESS PANELS F2H-2/2P



DOOR NO.	ACCESS TO	DOOR NO.	ACCESS TO
1	RADIO EQUIPMENT	26L/R	POWER PLANT
2	KNEELING DOLLY SUPPORT	27L/R	POWER PLANT
*3	LINK & CASE COMP.	28	FLAP MOTOR
**3L/R	CAMERA EQUIPMENT	29	FUEL PUMP
*4L/R	ARMAMENT	30	RADIO
*5L/R	OUTBOARD GUN	31L/R	POWER PLANT
6	AIR TANK	32	FIN ILLUMINATING LIGHT
7L/R	NOSE LANDING GEAR & ELEV. CONTROLS	33	ELEVATOR TRIM TAB CONT
8	FUEL SYSTEM	34	ELEVATOR HINGE BOLT
9	FUEL SYSTEM	35	ELEVATOR HINGE BOLT
10	EXTERNAL POWER	36	ELEVATOR HINGE BOLT
11	FUEL SYSTEM	37	ELEVATOR CONTROLS
12L/R	CONTROL PANEL	38	CONTROLS
13L/R	INLET DUCT DISCONNECT	39	FUEL CELL
14	GUN CAMERA	40	FUEL TRANSFER SWITCH
15L/R	FUEL PUMP & DEFUEL VALVE	41	FUEL QUANTITY GAGE
16	MAIN LANDING GEAR TRUNNION BOLT	42	FUEL TANK FILLER
17L/R	AILERON CONTROL	43L/R	POWER PLANT
18L/R	AILERON BOOST SYSTEM	44L/R	AILERON POWER BOOST RESERVOIR
19L/R	AILERON BOOST CYLINDER	45L/R	AILERON CONTROLS
20L/R	BALANCE TAB CONTROL	46L/R	FUEL TANK
21	TRIM TAB ACTUATOR	47L/R	FUEL TANK FILLER
22L/R	SPEED BRAKE CONTROL	48L/R	OIL FILLER
23L/R	RELAY PANEL	49	FUEL QUANTITY GAGE
24L/R	WING FOLD ACTUATOR	50	FUEL TANK FILLER
25L/R	POWER PLANT	51	FUEL TRANSFER FLOAT SWITCH



DOOR NO.	ACCESS TO	DOOR NO.	ACCESS TO
52	FUEL CELL	84	CENTER COMPARTMENT - TIP TANK
53	FUEL QUANTITY GAGE	85	AFT COMPARTMENT - TIP TANK
54	FUEL TANK FILLER	86	TIP TANK DISCONNECT FITTINGS
55L/R	MISCELLANEOUS CONTROLS	87	TIP TANK DISCONNECT FITTINGS
56	FUEL CELL	89L/R	WING FOLD ACTUATOR
57	RUDDER HINGE	90L/R	REMOVABLE LINK - REAR SPAR
58	ANTENNA & PITOT CONNECTION	91	STALL WARNING INDICATOR
59	RUDDER TRIM TAB	92L/R	TIP TANK FUEL LINE
60	TAB ACTUATOR	93L/R	TIP TANK FUEL LINE
61	COMPASS TRANSMITTER	94L/R	TIP TANK FUEL & AIR FITTINGS
62	RUDDER CONTROL HORN	95L/R	MECHANICAL LATCH
63L/R	ELEVATOR CONTROLS	99	RADIO ALTIMETER TRANSM. & REC'R.
64L/R	INSTRUMENTS & CONTROLS	100L/R	WING FOLD LINKAGE
*65	COMPRESSOR	101L/R	AUX. TANK SHUT-OFF VALVE
*66	RADIO & NOSE LATCH	102L/R	UPPER HINGE BOLT & PIN PULL ACTUATOR
67	RUDDER CONTROLS	104L/R	ELEC. RUDDER SERVO
68	CONTROLS	105L/R	FUEL TRANS. SWITCH
69L/R	ELEVATOR STRUCTURAL STOP	107L/R	CATAPULT HOOK
70L/R	ELEVATOR STRUCTURAL STOP	108L/R	AILERON HINGE PIN
72	ELEVATOR TAB ACTUATOR	126	RUDDER SERVO
†74L/R	MAIN L.G. LIMIT SWITCH	127L/R	CONSOLE
76	SCREW JACK	**128	COMPRESSOR DRAIN
77	TRIM & BALANCE CONTROLS	***129	RADAR RANGING TEST AND ADJ.
81L/R	MECHANICAL PRELOAD BOLT	*130	RADAR RANGING EQUIPMENT
82	FORWARD COMPARTMENT - TIP TANK	131	AILERON AUTO SHIFT
83	FULL INDICATOR	††132L/R	TRUNNION BOLT ACCESS

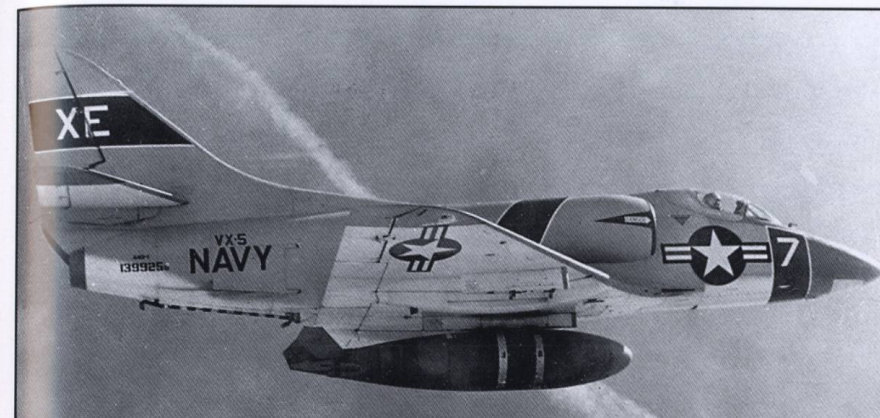
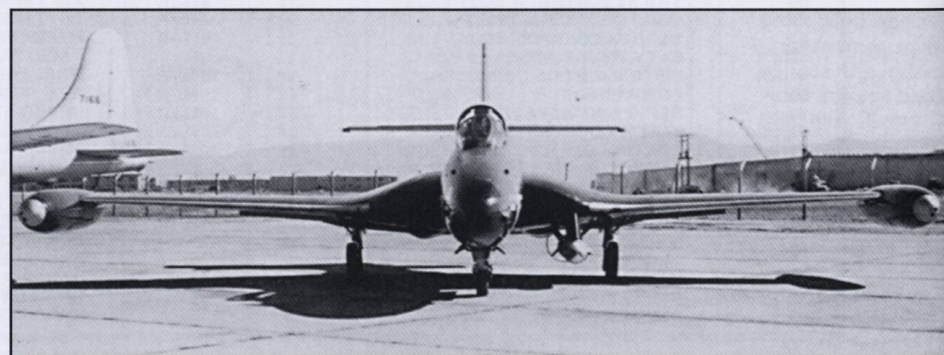
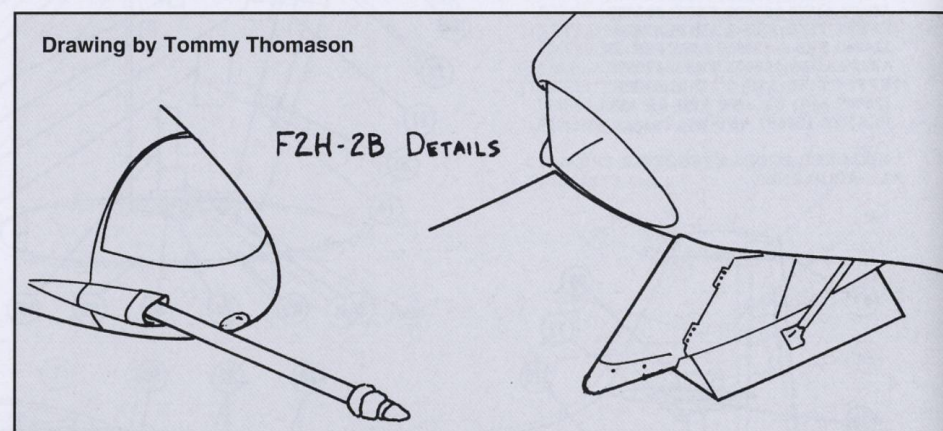
SPECIAL WEAPONS F2H-2B

Twenty-seven F2H-2s were modified as special weapons platforms and designated F2H-2Bs (BuNos 125030-031, 125054/056/058-059, 125061-062/064/066-067/069, 125070, 125500/02/04-505, 125650-651/653-654/656-657/659-662). They were fitted with stiffened wings capable of carrying 3,000 lbs of stores. A single large pylon under the left-hand inboard wing was fitted for the special weapons (nuc) mission. The inboard flaps were notched with a cutout for bomb stabilizer clearance. The F2H-2B pylon was different depending on whether "loads" A (Mk 7) or B (Mk 8) were carried. The Mk 8 was specifically developed for the Navy and designed for penetrating armored targets. With a Mk 8 loaded, the F2H-2B took off at 23,200 lbs., compared to the F2H-2 limit of 20,000 lbs. However, the left wing tip tank could only hold 139 of its normal 200 gallons for the mission. To compensate by increasing its range, an in-flight refueling probe was developed that fitted into the right-hand upper 20mm gun tunnel with a fairing on the belly of the aircraft covering the externally mounted fuel lines.

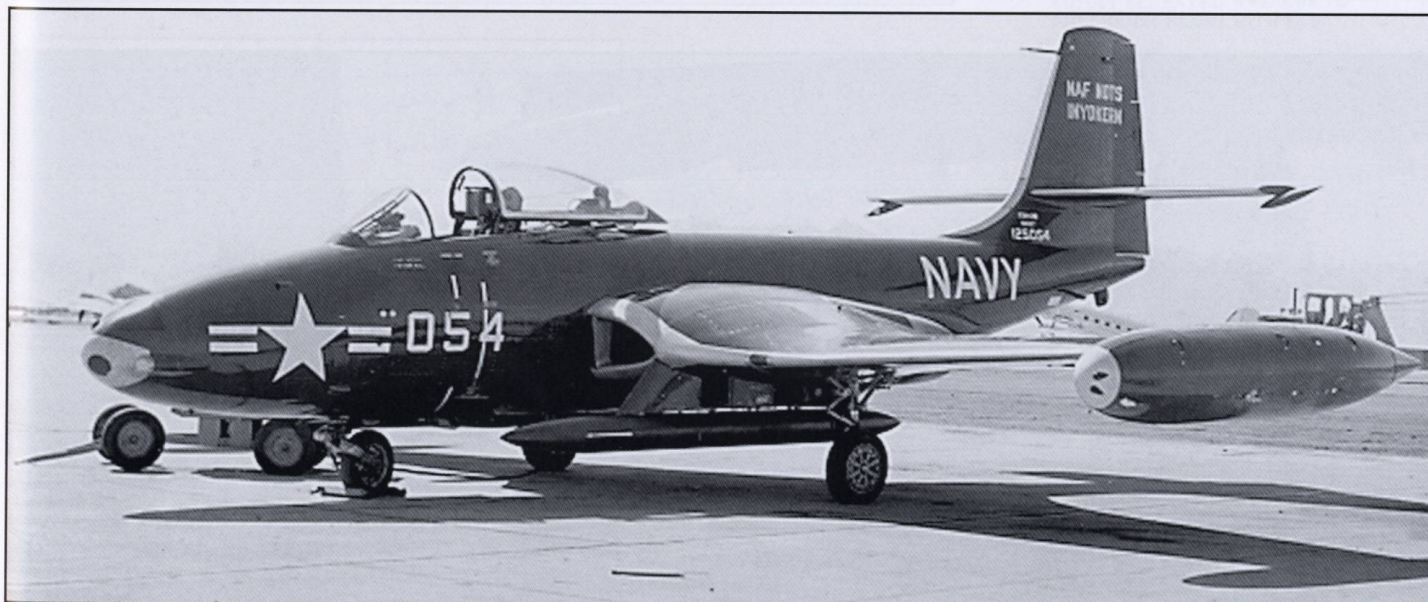
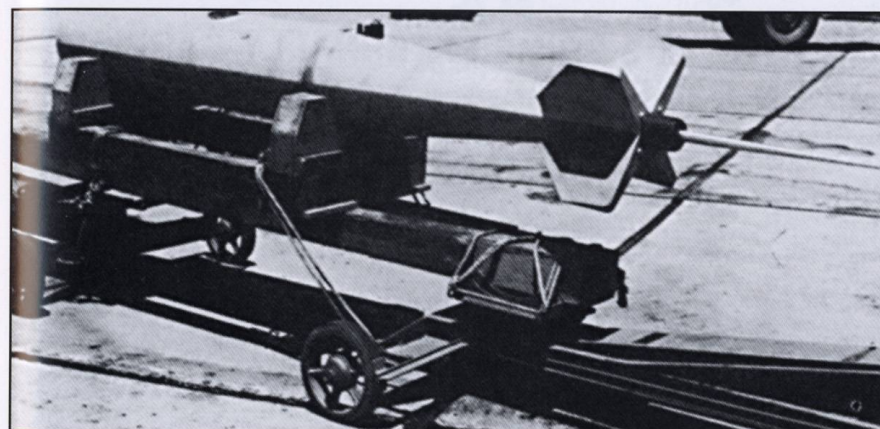
The F2H-2Bs were initially delivered to VX-3, VC-3, and VC-4. VC-4 was the first squadron to deploy a detachment aboard a carrier. Aircraft were also used by NOTS Inyokern, CA, and NWEF Kirtland AFB, NM, for weapons testing. Two TX-7-X1 impact fuzing drop tests were scheduled with the F2H-2B; the first on 6 June 1952 was cancelled when the weapon was dropped at NAS El Centro, CA, and damaged. The second was dropped on the Salton Sea range on 10 July 1952.



Above, F2H-2B BuNo 125054 with special weapons pylon fitted under the left intake. (Ginter collection) Below, 125054 on 10 July 1952 at NOTS Inyokern with pylon mounted. (Fahey collection via Ostrowski/Roos) Bottom left, TX-8 mounted on F2H-2B. Note flap cutout for fin clearance of the TX-7 nuclear weapon. (SNL) Bottom, head-on view of F2H-2B fitted with the TX-8 weapon at Kirtland AFB in 1951. (SDL)



At top, Mk 7 (T-63 shape) fitted to an A4D-1 from VX-5. (USN) Above, Mk 8 nuclear weapon. Below, TX-8 drop shape minus tail ring shroud at Inyokern in June 1949. (USN) Bottom, F2H-2B BuNo 125054 assigned to NOTS Inyokern, CA, with an unknown pod/store mounted on its special weapons pylon. (via Gary Verver)



The TX-7 bomb casing was built by Douglas aircraft and the weapon was scheduled for use in that company's A2D Skyshark, A3D Skywarrior and A4D Skyhawk. It was further scheduled for use on the F2H-2B/3/4 and AJ-1/2 naval aircraft. The Mk 7 was 183-inches long, 30.5-inches in diameter and weighed between 1,645 and 1,700 lbs. depending on configuration. The weapon had three tail fins, one which was folded when installed on the F2H-2B. The Mk 7 Mod 0 version also had three retractable dive brakes fitted between the fins near the tail. Because of its bulk, the Mk 7 imposed range and maximum airspeed limitations on the F2H-2B.

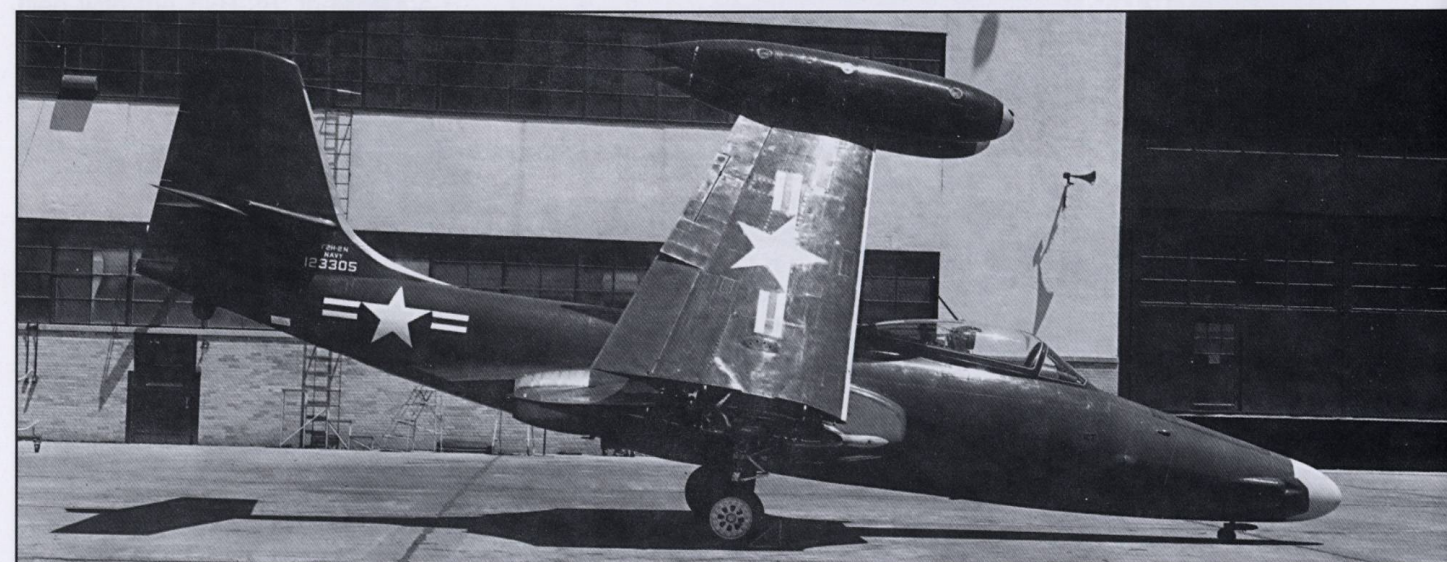
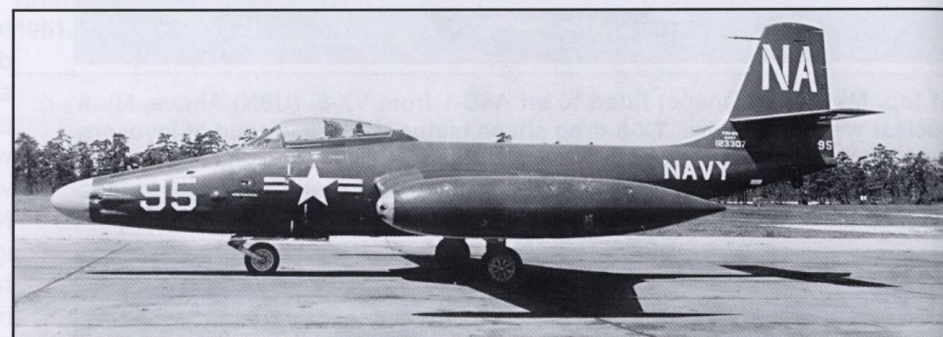
The Navy's push for a smaller penetrating gun-type weapon capable of destroying underground facilities and structures like armored sub pens led to the development of the Mk 8 nuclear weapon. In the spring of 1951 drop tests were conducted from the F2H-2B. The Navy designed a pylon for the TX-8, designated the Mk 51. It had a 30-inch separation between suspension shackles and had the necessary weapons equipment fitted in the forward 16-inches of the pylon. The Mk 8 was 116-inches long (132-inches with penetrator nose cap), 14.5-inches in diameter, and had a tail ring of 25.25-inches in diameter. Although smaller than the Mk 7, the Mk 8 weighed between 3,230 and 3,280 lbs. The Mk 8 could penetrate 30-40 ft. in sand, and 85-100 ft. in clay. The Mk 8 was replaced by the Mk 11 (Mk 91) of similar size and weight.

F2H-2N NIGHTFIGHTER

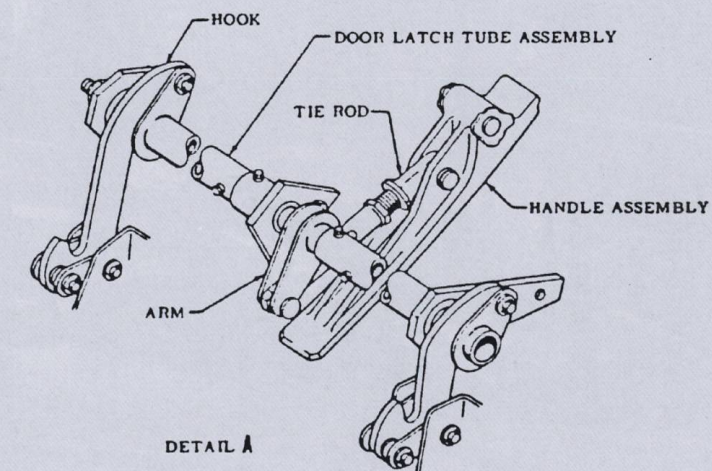
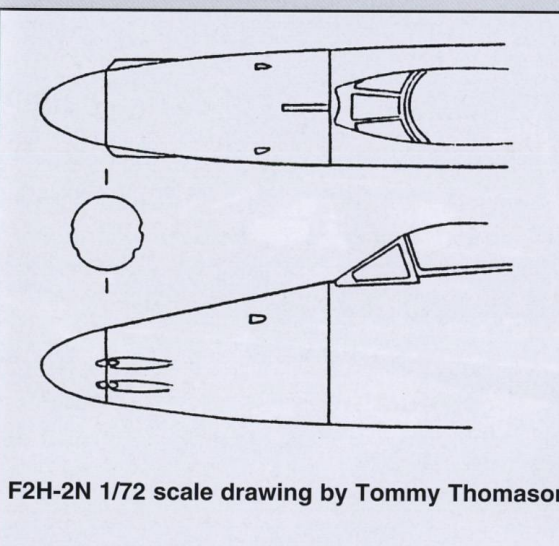
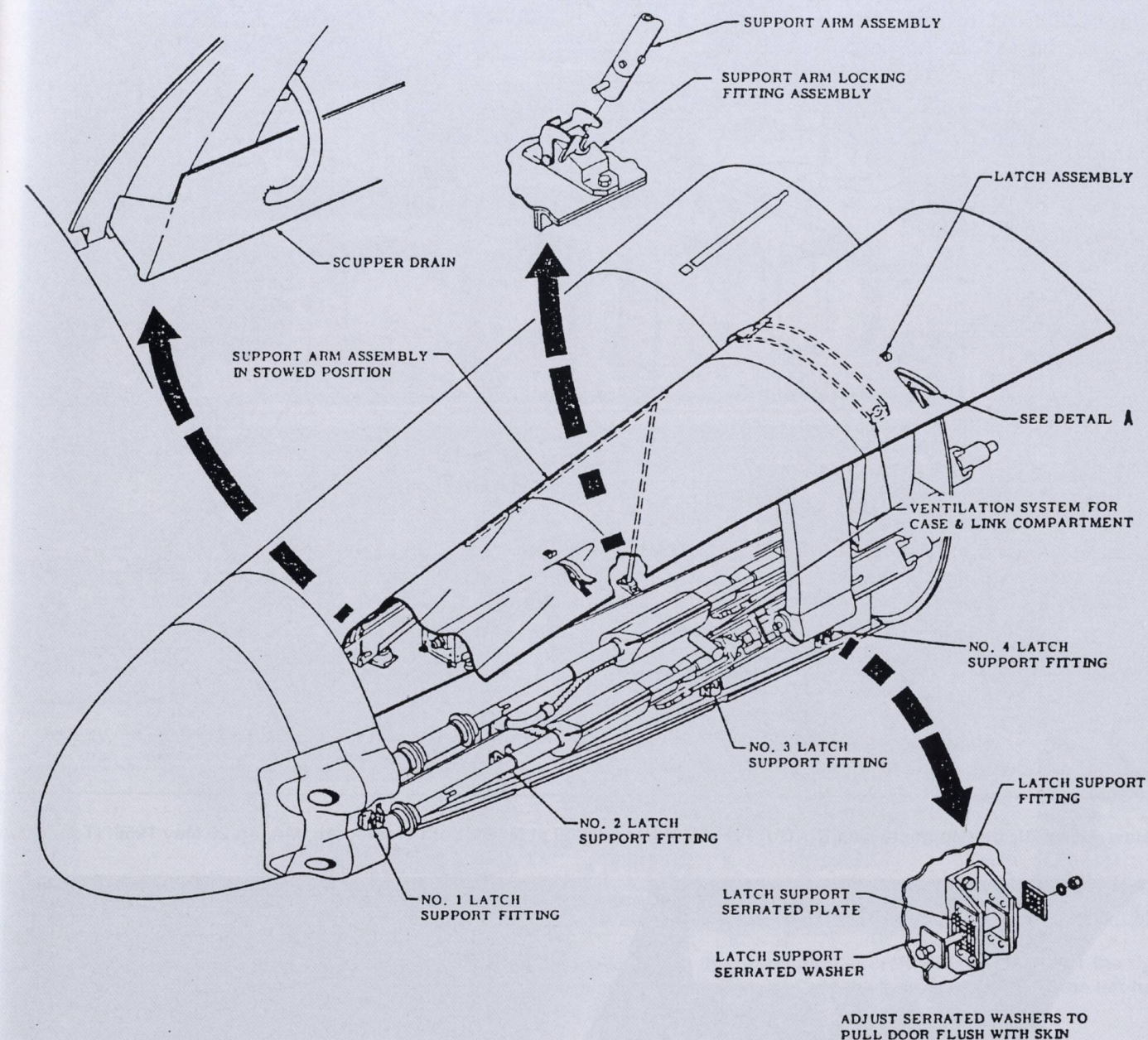
Fourteen F2H-2N Banshees, BuNos 123300-123313, were built as the Navy's first single-seat jet-powered carrier-borne nightfighter. This version was characterized by a 25-inch extension of the nose. The four 20mm cannons were remounted one above the other in pairs with the fibreglass nose housing an interim Air Intercept radar. The first flight of the F2H-2N was on 3 February 1950.

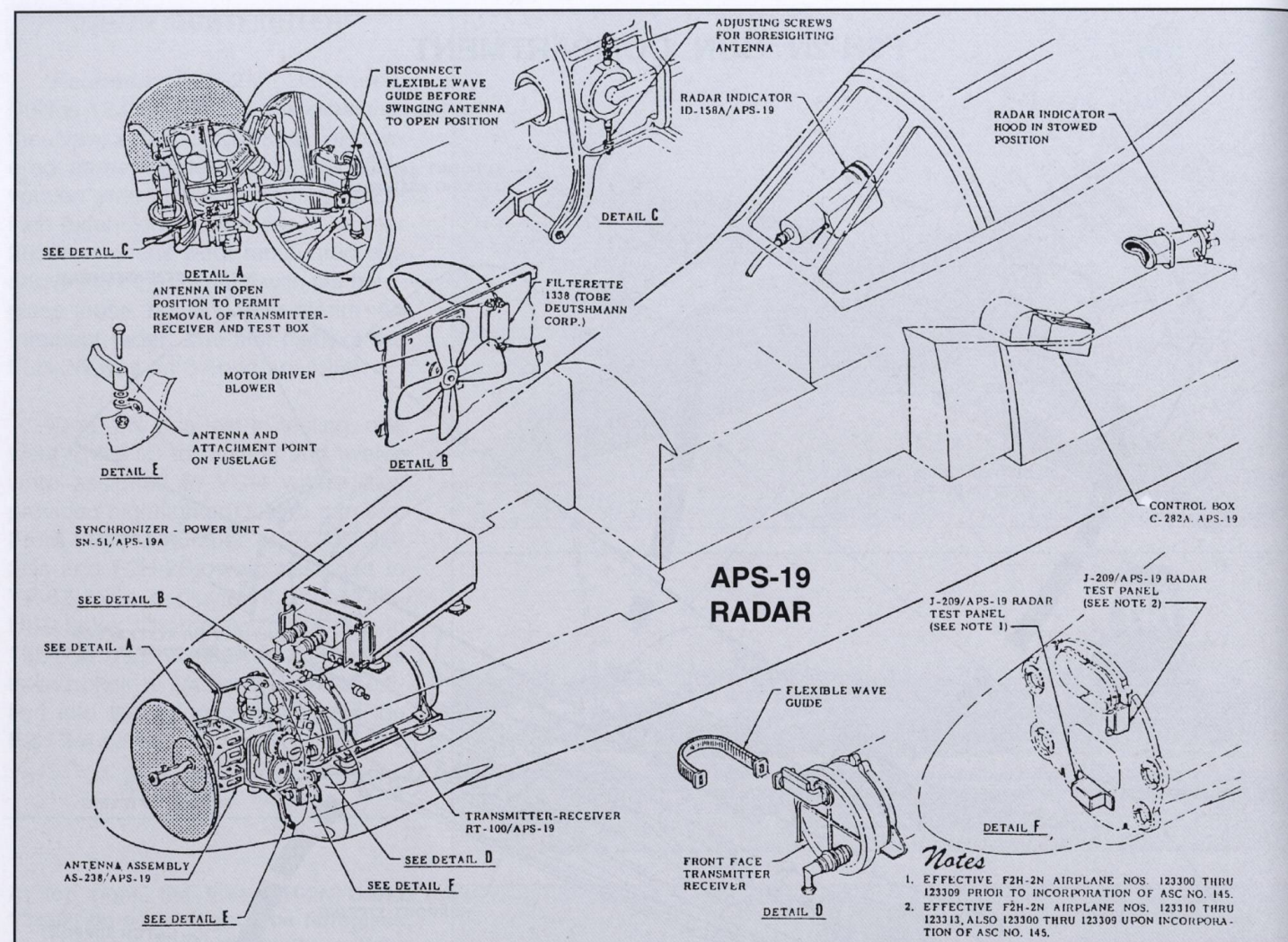
One -2N was lost in testing, one went to NATC for testing and twelve were assigned to VC-4 where they provided nightfighter Dets to carriers. From there a number of VC-4 F2H-2Ns and F2H-2Bs were assigned to VF-82 for a deployment aboard the USS Lake Champlain (CVA-39) in 1954-55. F2H-2N BuNo 123311 was bailed back to McDonnell and modified into the flying prototype for the F2H-3/4 series.

At top right, the first F2H-2N BuNo 123300 on a test flight. The fibreglass nose cones were originally a light creme almost white color. Above right, VC-4 F2H-2N BuNo 123307. (via Peter Bowers) At right, after modification to the F2H-3/4 flying test bed, F2H-2N BuNo 123311 was assigned to Tactical Test Division at NATC. (via Peter Bowers) Below, F2H-2N BuNo 123305 with kneeling nose gear installed in June 1950. (MDC)



F2H-2N GUN COMPARTMENT

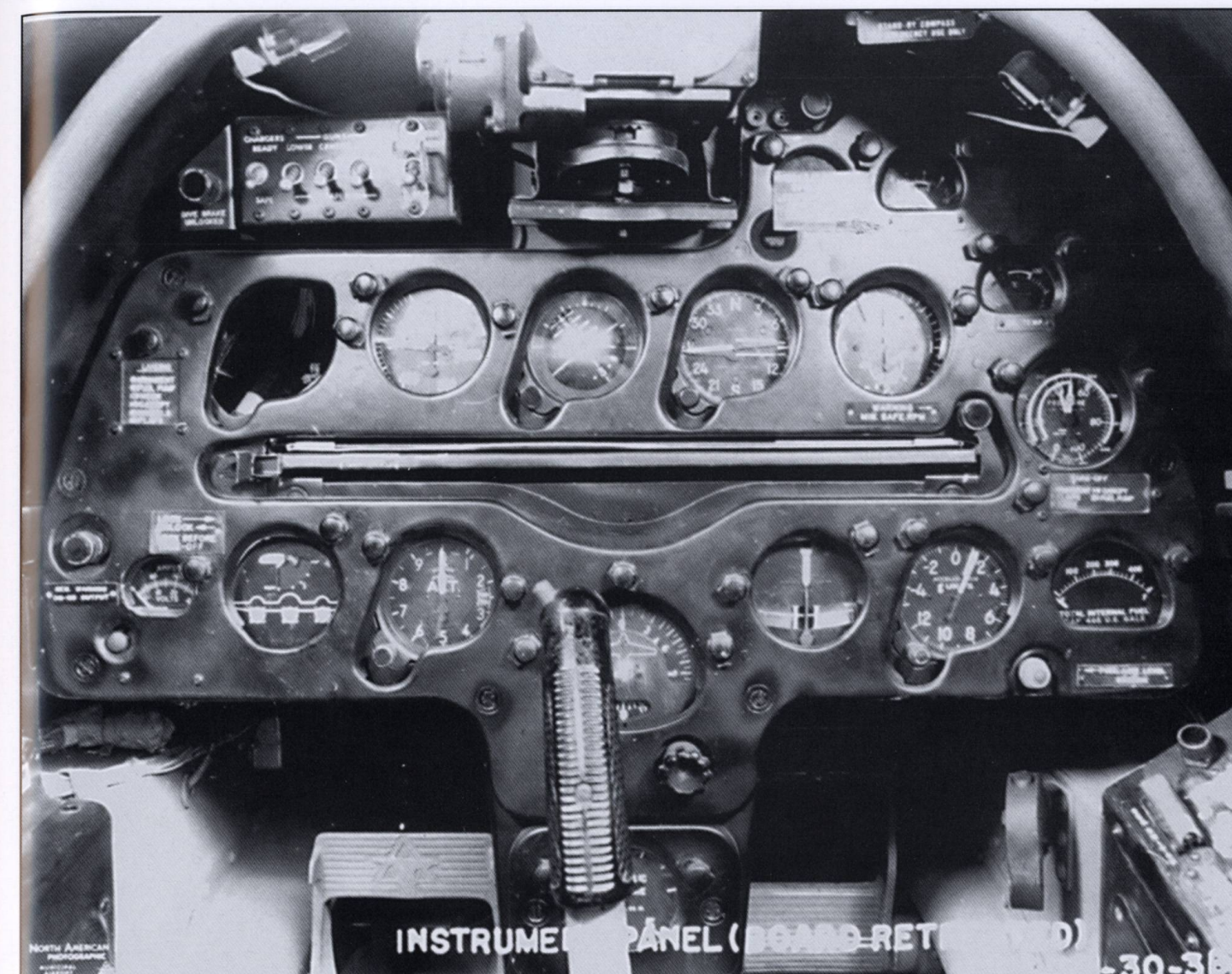




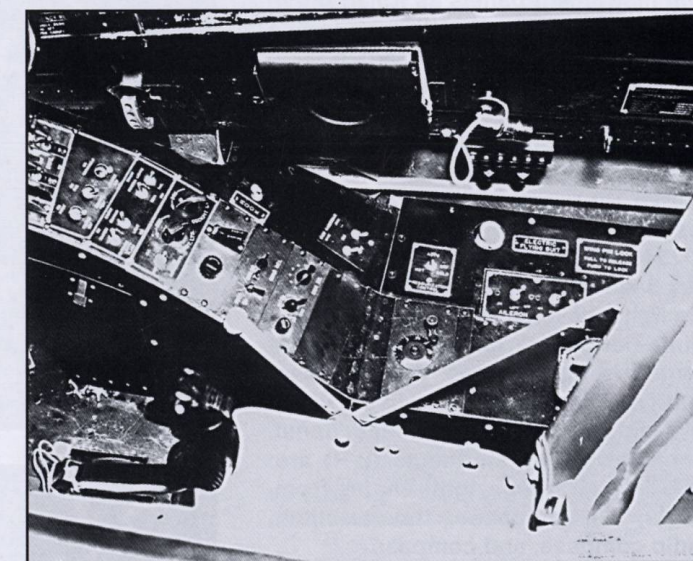
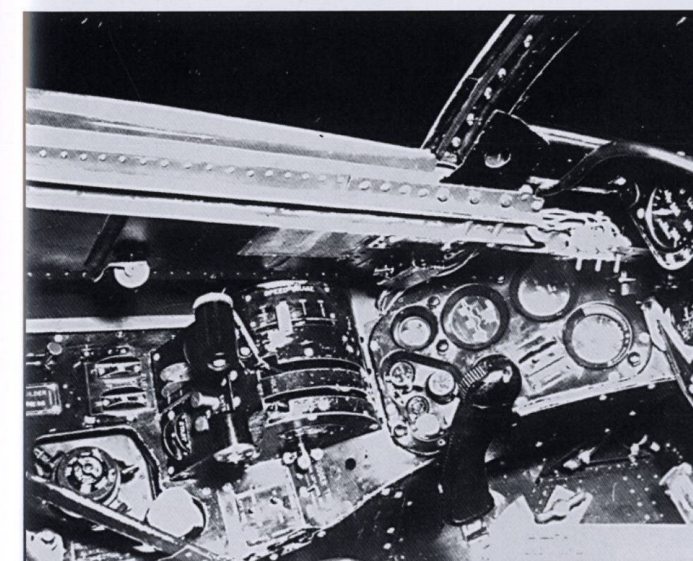
Below, Naval Air Development Unit (NADU) F2H-2N BuNo 123309 at NAS South Weymouth, MA, on 20 May 1956. (Tom Cuddy)



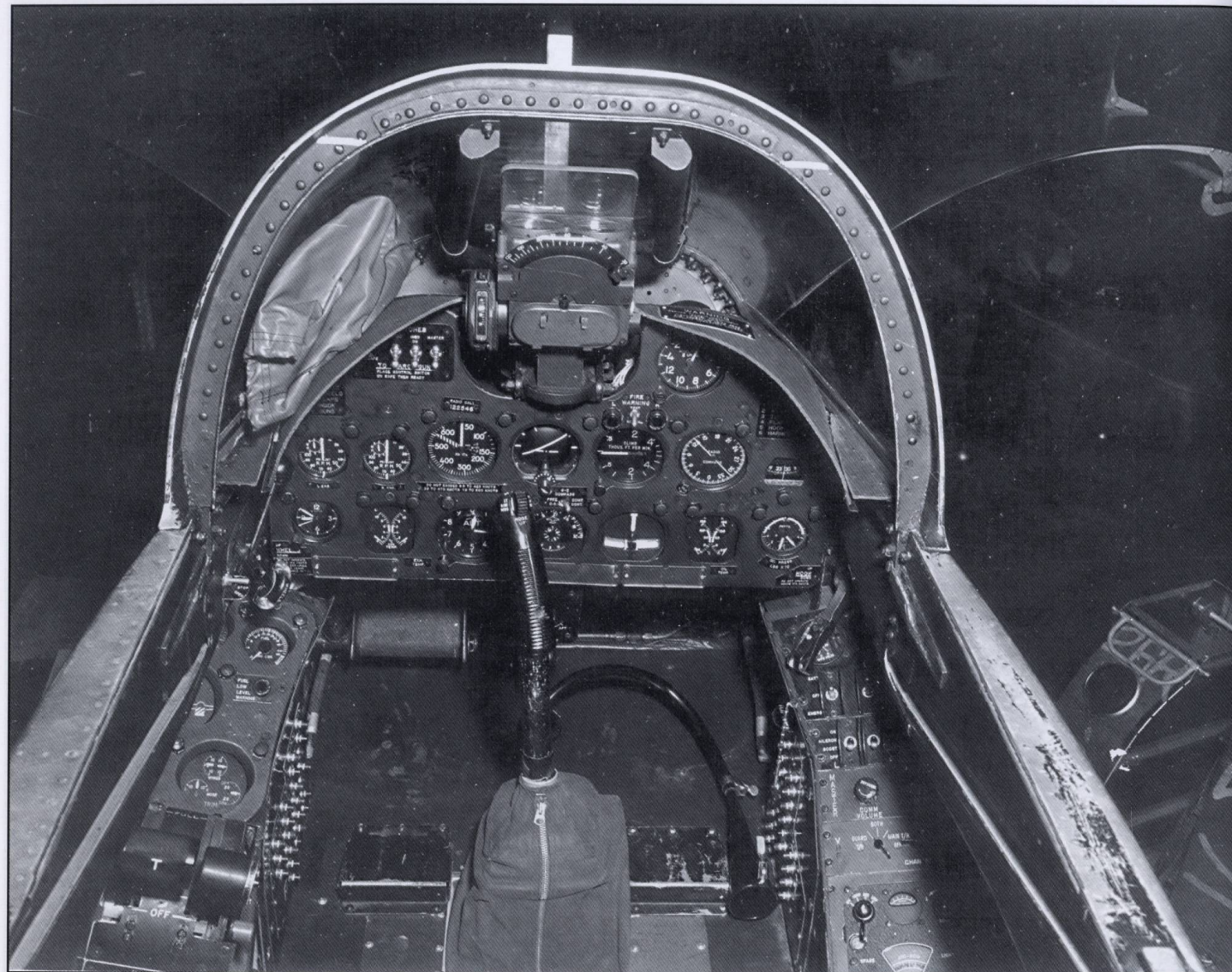
XF2H-1 COCKPIT



The instrument panel in the XF2H-1 bore very little resemblance to that in the production aircraft. This was true for the right-hand console too, which was a completely different shape from subsequent models. Only the the basic layout of the left-hand console would be carried forward to the production Banshees (National Archives)

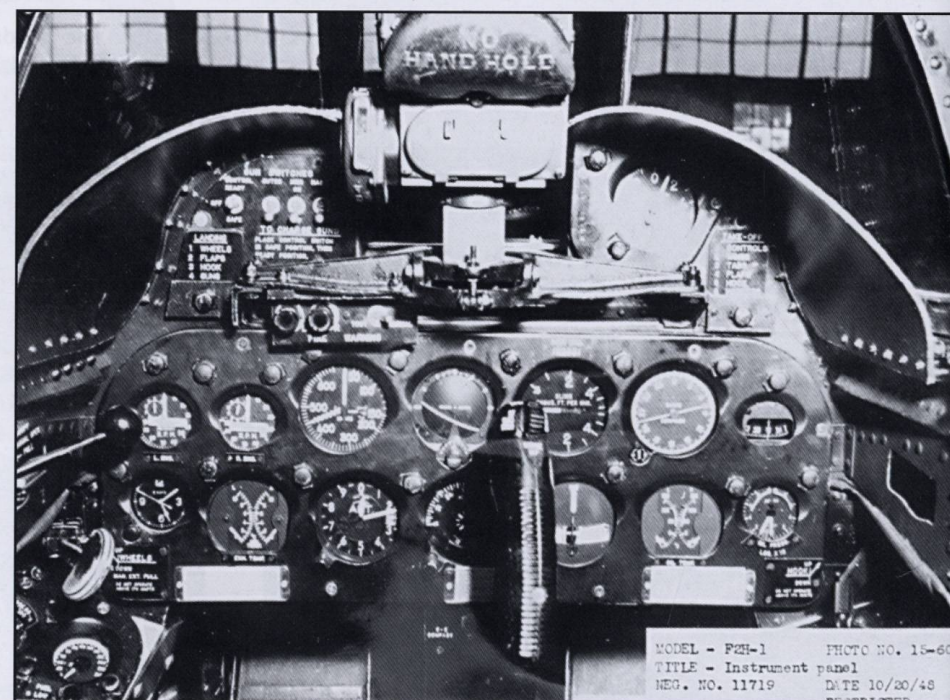


F2H-1 COCKPIT



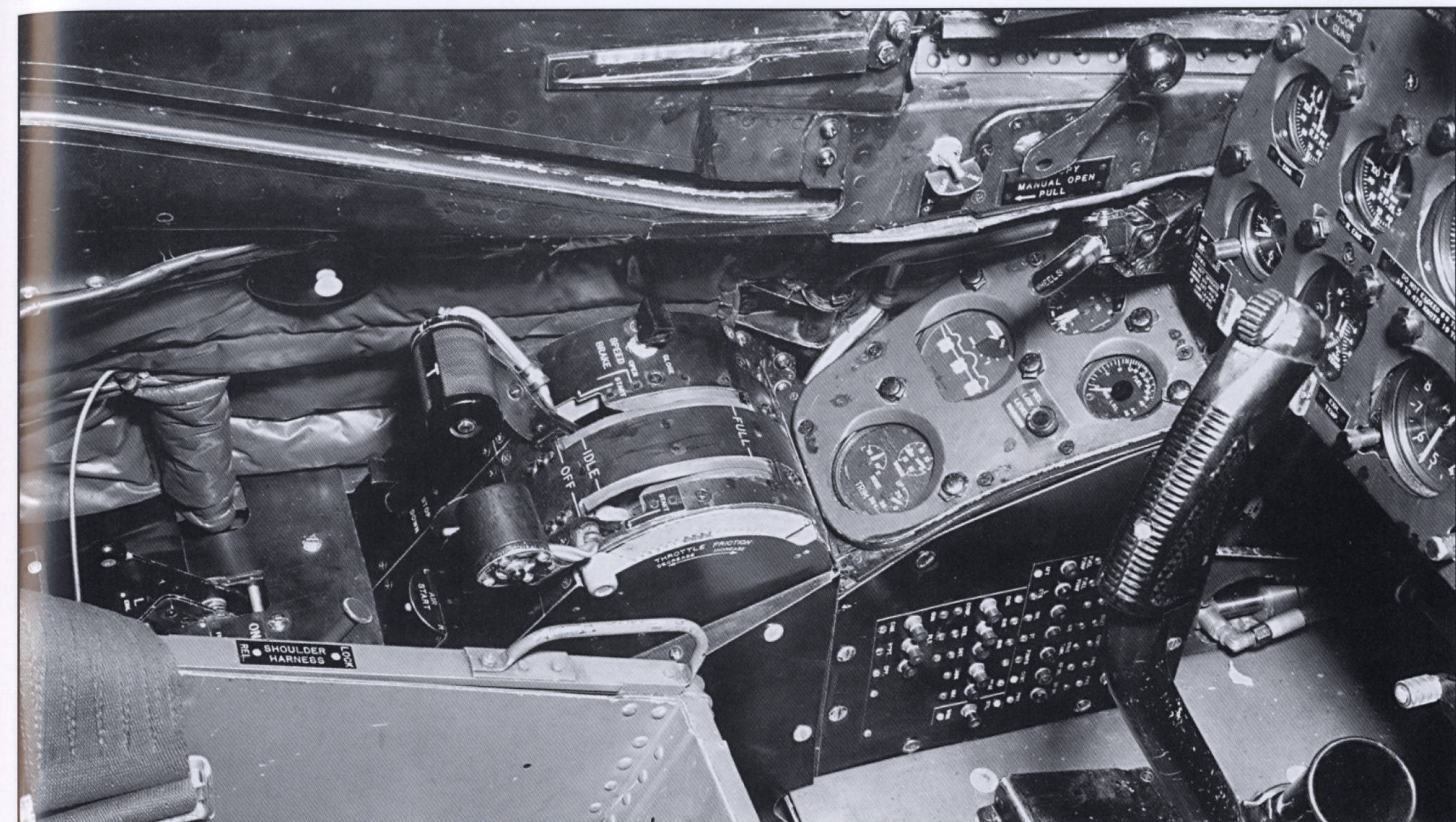
At right, an early production F2H-1 (BuNo 122531) instrument panel differed slightly from subsequent production instrument panels as it had provisions for a map tray. Although in this 20 October 1948 photo it has been rendered unusable by the installation of fire warning lights in the left-hand side of the slot. (National Archives)

Above, forward cockpit area and instrument panel of F2H-1 BuNo 122546. Notice that the map tray slot has been eliminated and the fire warning lights have been located above the climb-per-minute gage to the right of center. In both photos, the armament (gun) switches are located in the upper left side of the instrument panel. Center row of instruments (L-R) are: Left engine rpm, right engine rpm, knots, G-2 compass, time-to-climb, radio compass, and compass.

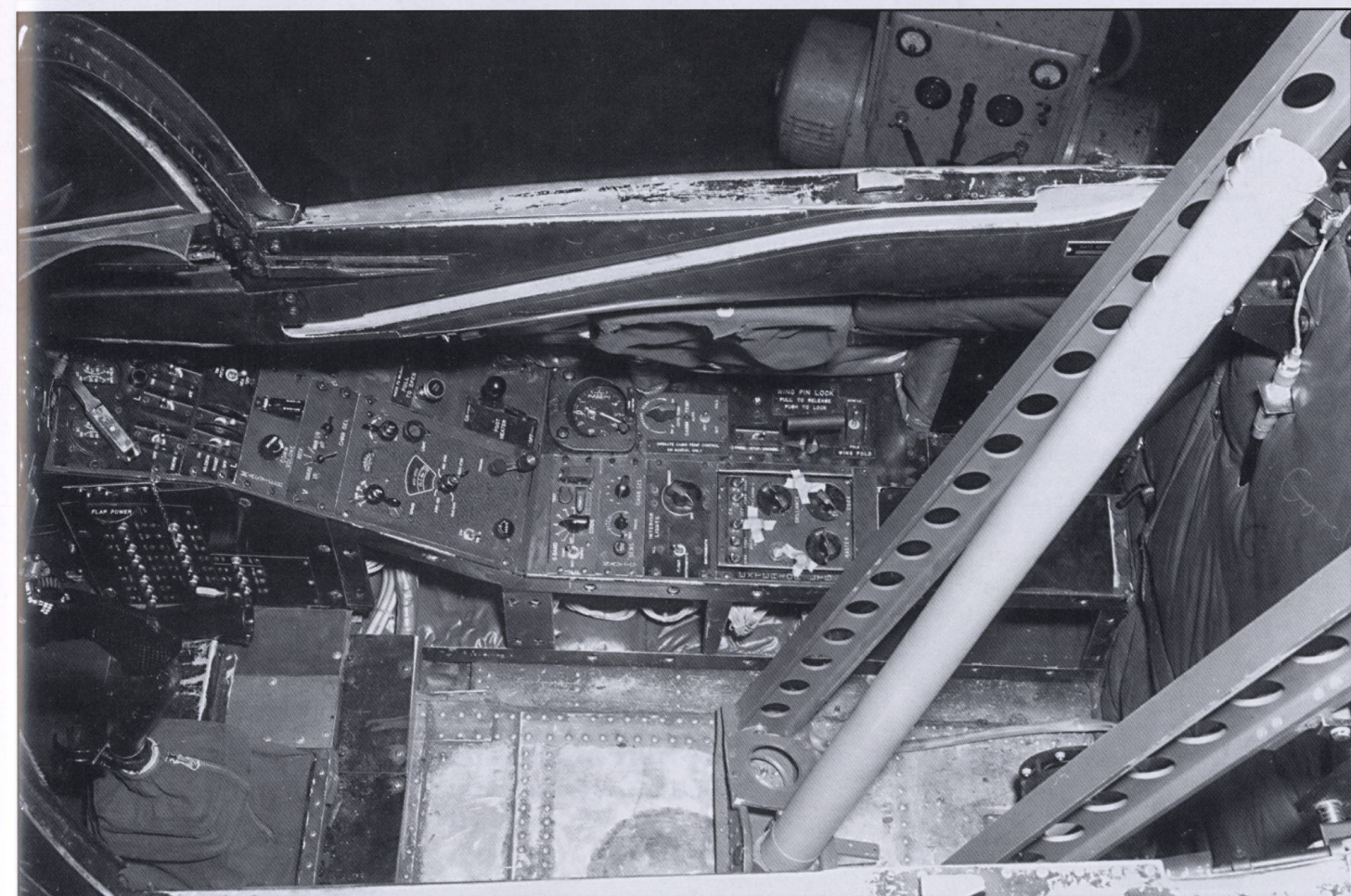


MODEL - F2H-1
TITLE - Instrument panel
NEG. NO. 11719
DATE 10/30/48
RECEIVED

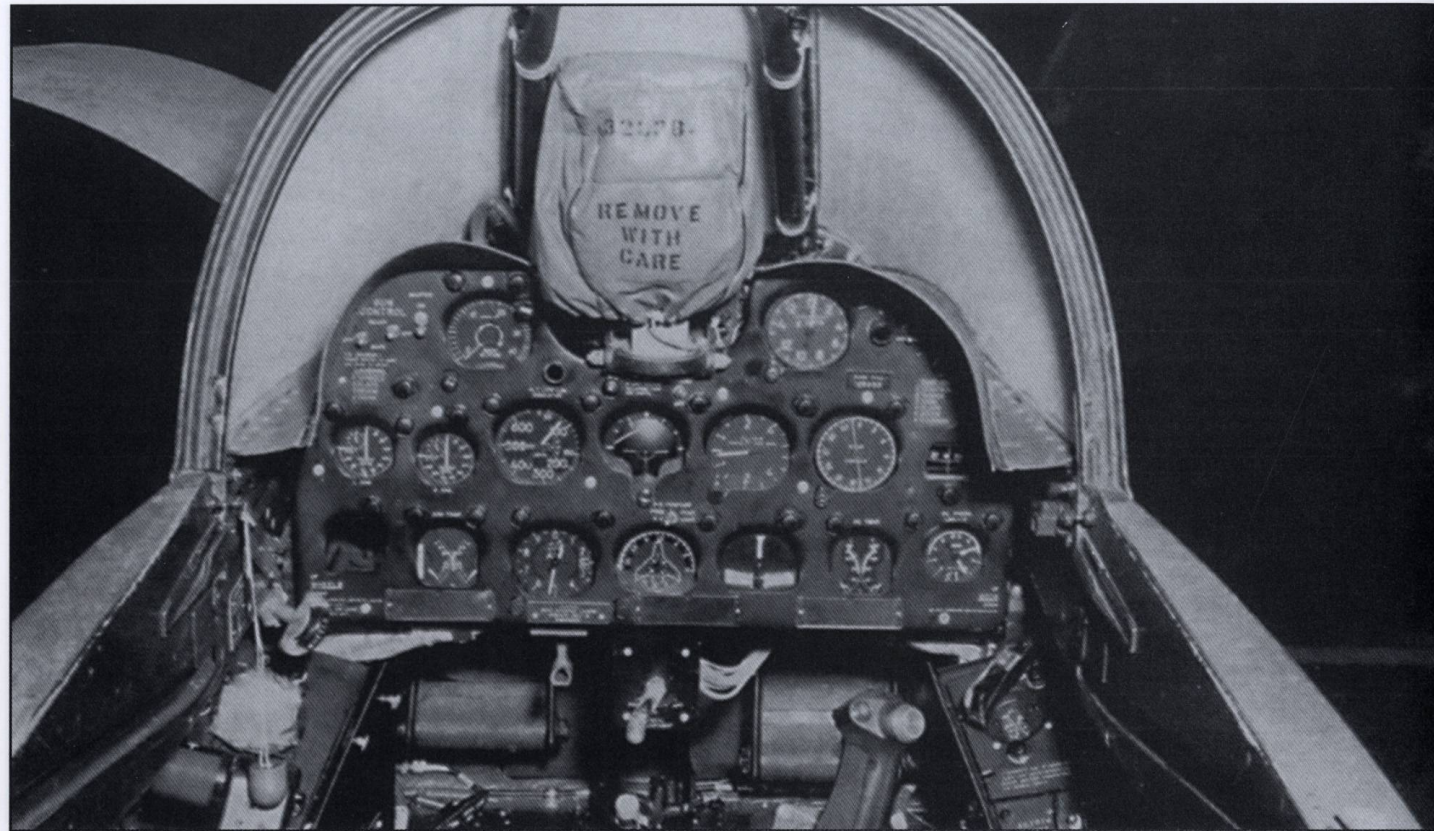
F2H-1 LEFT-HAND PILOT'S CONSOLE



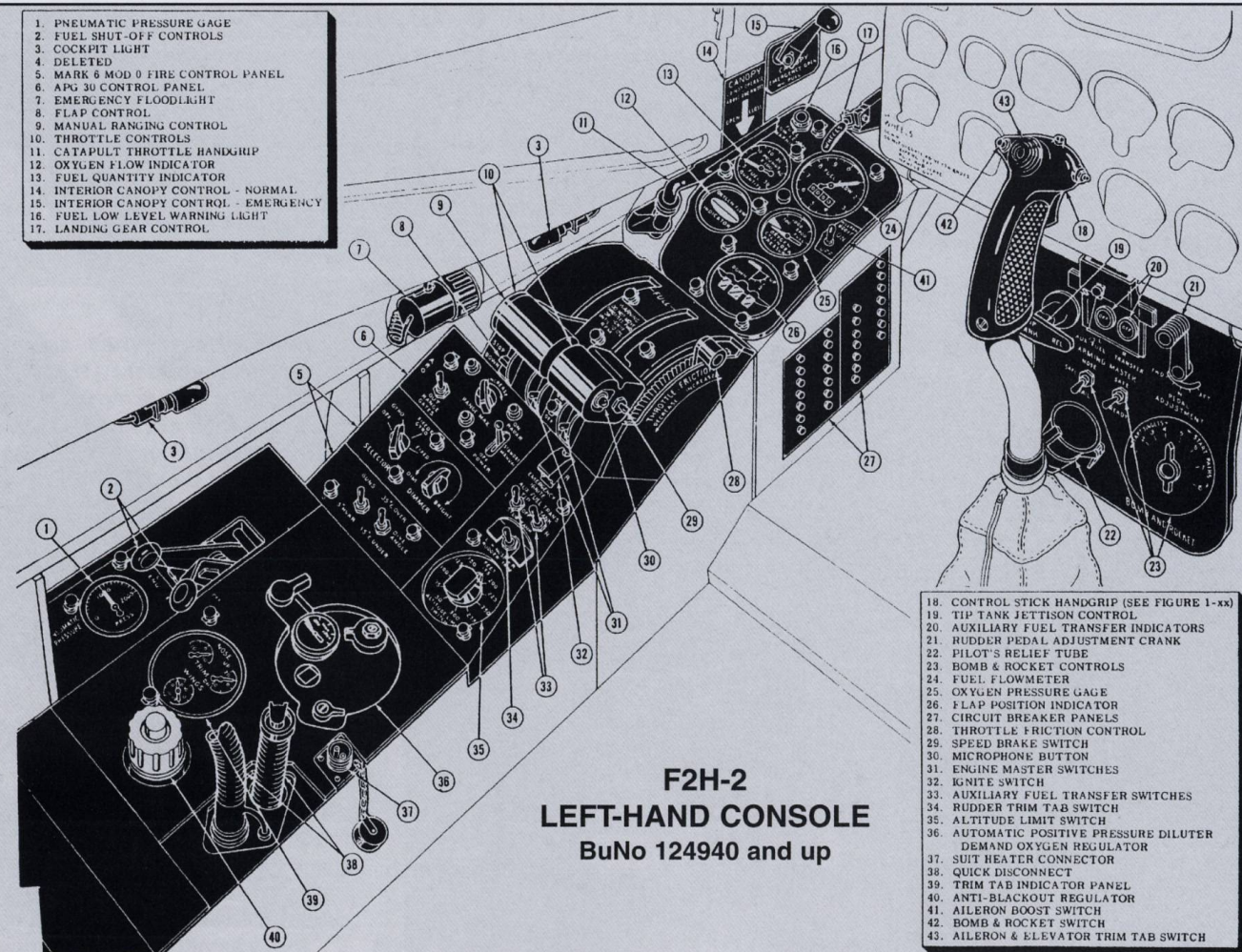
F2H-1 RIGHT-HAND PILOT'S CONSOLE



F2H-2 INSTRUMENT PANEL



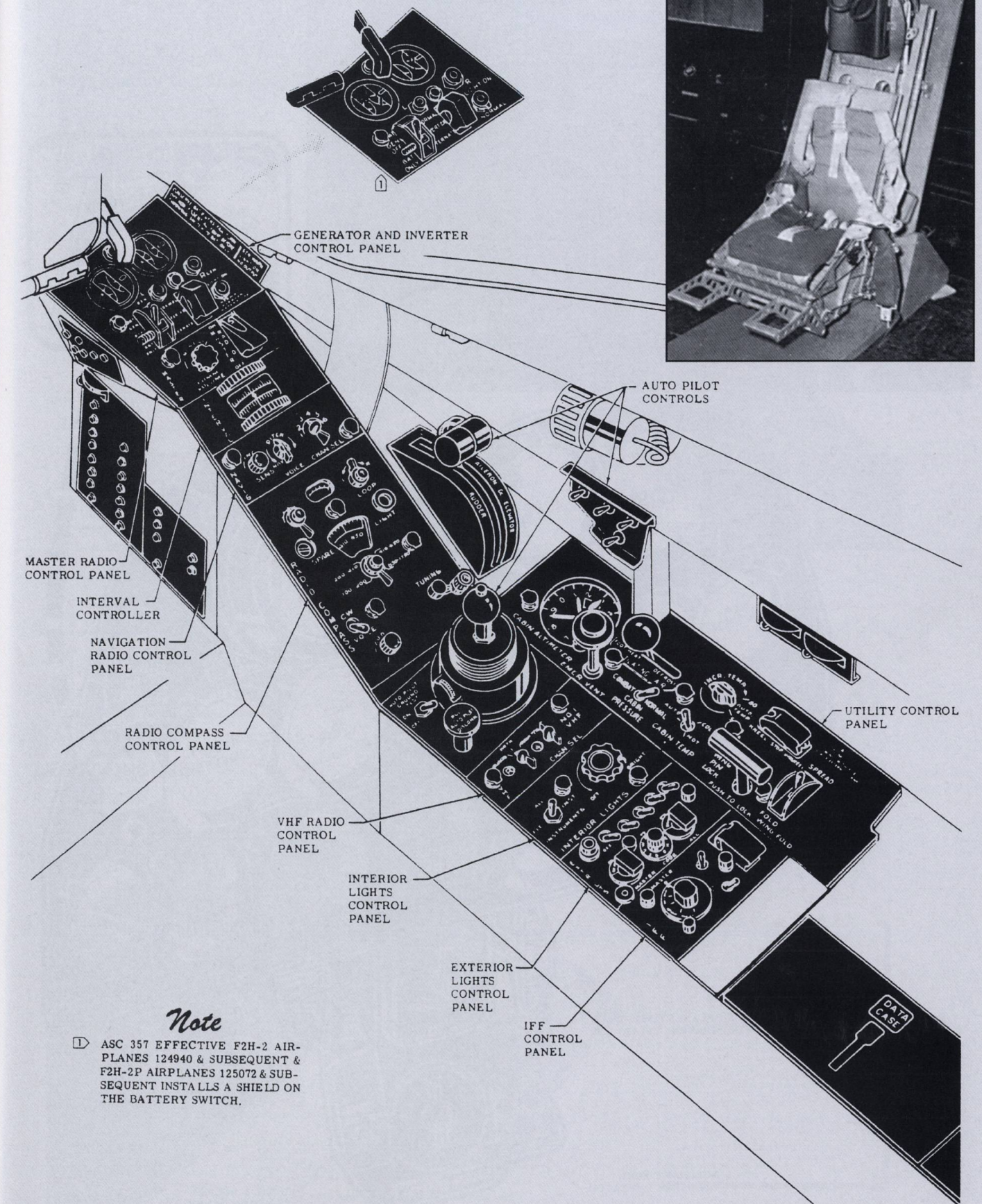
1. PNEUMATIC PRESSURE GAGE
2. FUEL SHUT-OFF CONTROLS
3. COCKPIT LIGHT
4. DELETED
5. MARK 6 MOD 0 FIRE CONTROL PANEL
6. APC 30 CONTROL PANEL
7. EMERGENCY FLOODLIGHT
8. FLAP CONTROL
9. MANUAL RANGING CONTROL
10. THROTTLE CONTROLS
11. CATAPULT THROTTLE HANDGRIP
12. OXYGEN FLOW INDICATOR
13. FUEL QUANTITY INDICATOR
14. INTERIOR CANOPY CONTROL - NORMAL
15. INTERIOR CANOPY CONTROL - EMERGENCY
16. FUEL LOW LEVEL WARNING LIGHT
17. LANDING GEAR CONTROL



**F2H-2
LEFT-HAND CONSOLE**
BuNo 124940 and up

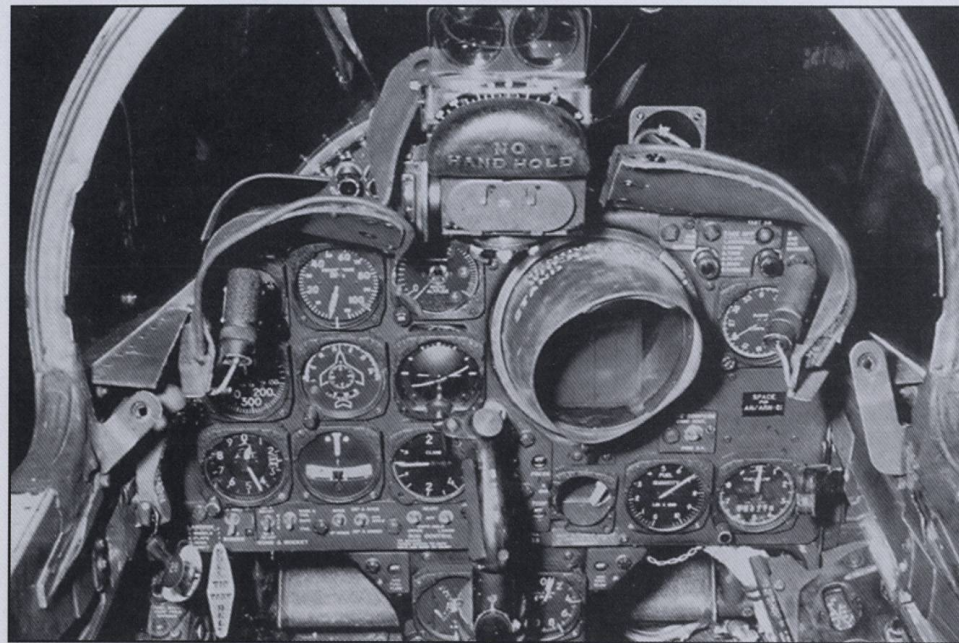
18. CONTROL STICK HANDGRIP (SEE FIGURE 1-xx)
19. TIP TANK JETTISON CONTROL
20. AUXILIARY FUEL TRANSFER INDICATORS
21. RUDDER PEDAL ADJUSTMENT CRANK
22. PILOT'S RELIEF TUBE
23. BOMB & ROCKET CONTROLS
24. FUEL FLOWMETER
25. OXYGEN PRESSURE GAGE
26. FLAP POSITION INDICATOR
27. CIRCUIT BREAKER PANELS
28. THROTTLE FRICTION CONTROL
29. SPEED BRAKE SWITCH
30. MICROPHONE BUTTON
31. ENGINE MASTER SWITCHES
32. IGNITE SWITCH
33. AUXILIARY FUEL TRANSFER SWITCHES
34. RUDDER TRIM TAB SWITCH
35. ALTITUDE LIMIT SWITCH
36. AUTOMATIC POSITIVE PRESSURE DILUTOR DEMAND OXYGEN REGULATOR
37. SUIT HEATER CONNECTOR
38. QUICK DISCONNECT
39. TRIM TAB INDICATOR PANEL
40. ANTI-BLACKOUT REGULATOR
- 41.AILERON BOOST SWITCH
42. BOMB & ROCKET SWITCH
43. AILERON & ELEVATOR TRIM TAB SWITCH

F2H-2 RIGHT-HAND PILOT'S CONSOLE

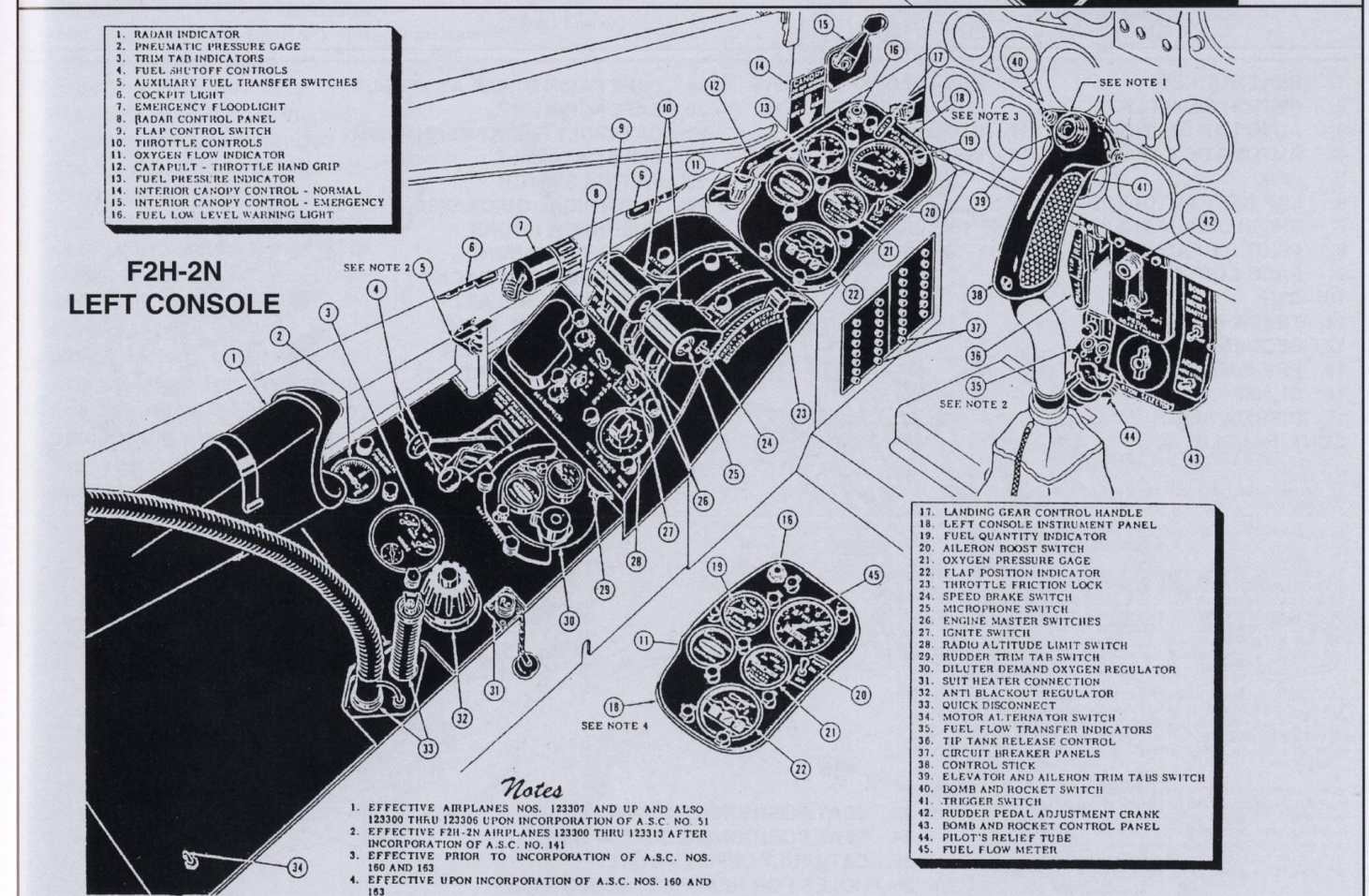
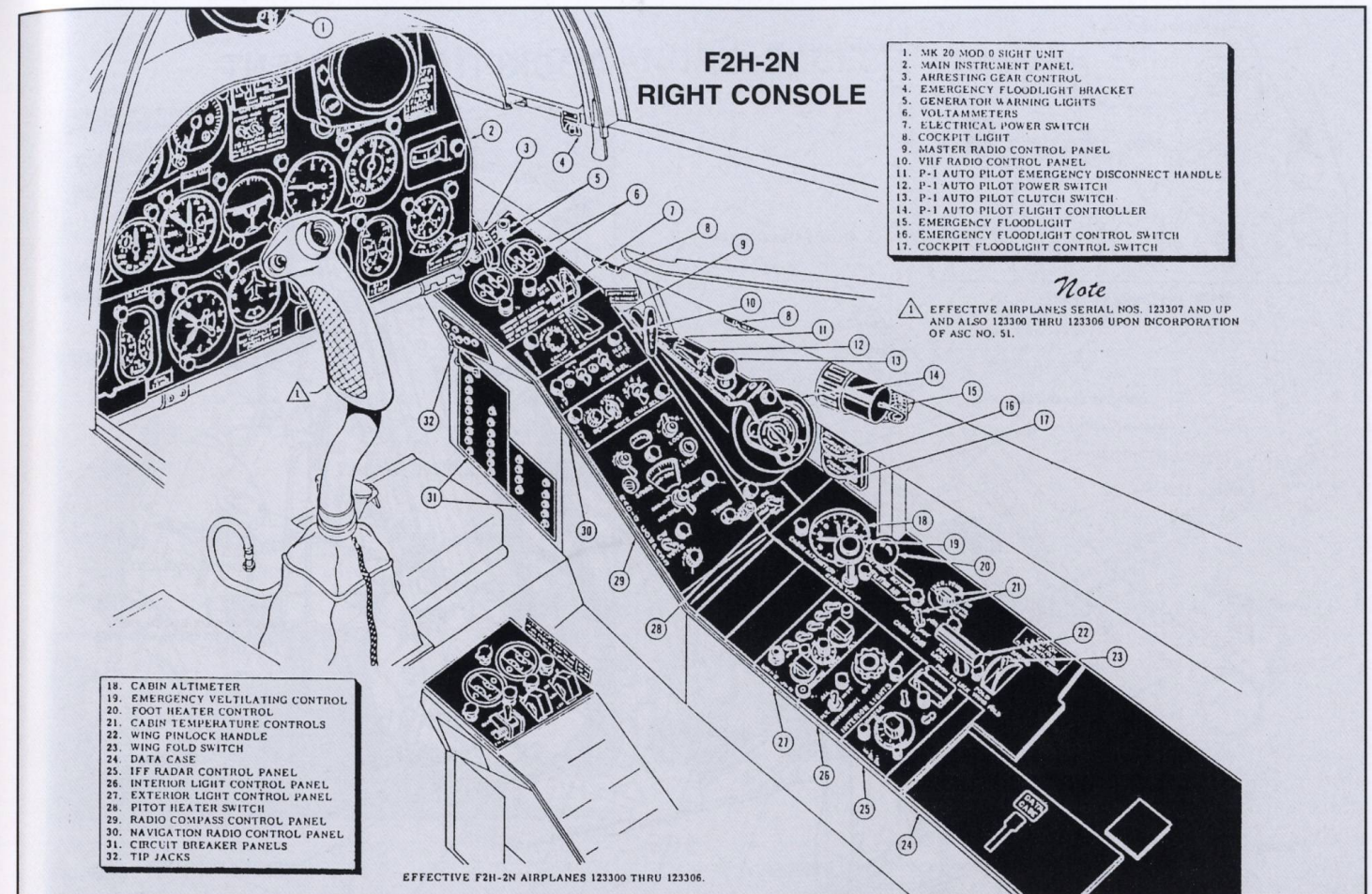
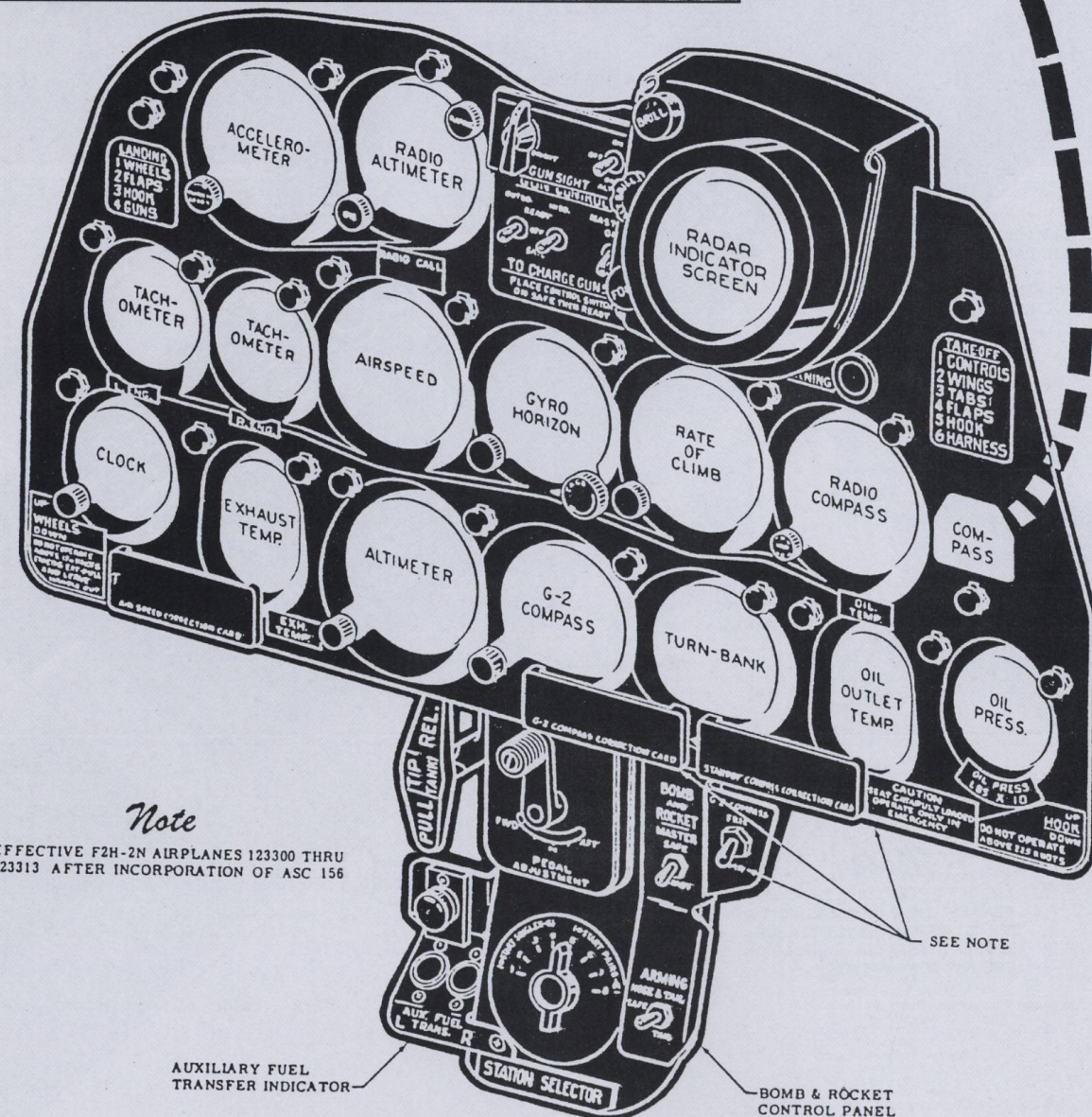
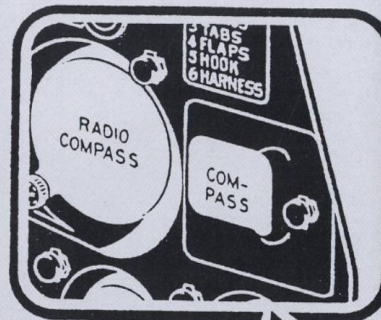


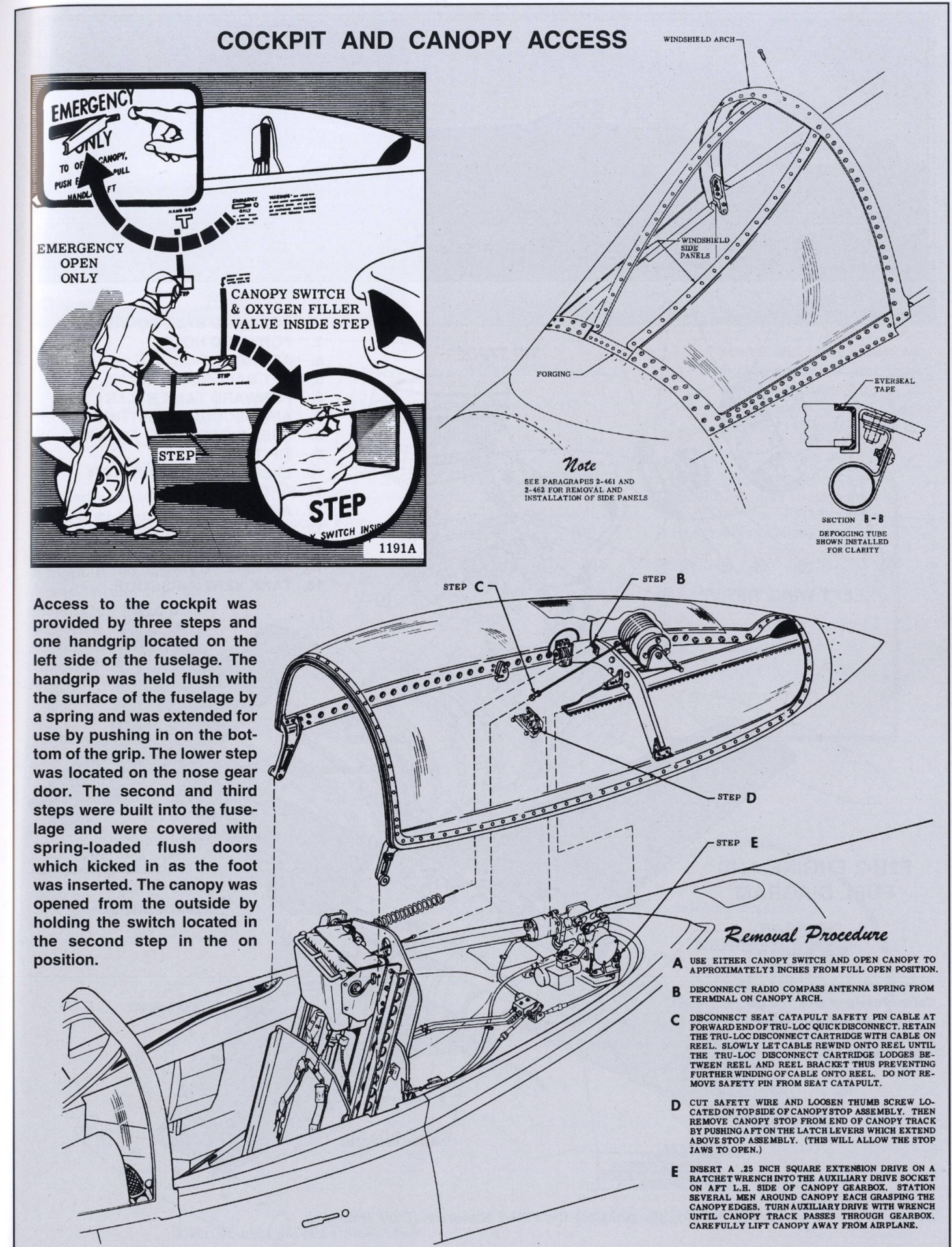
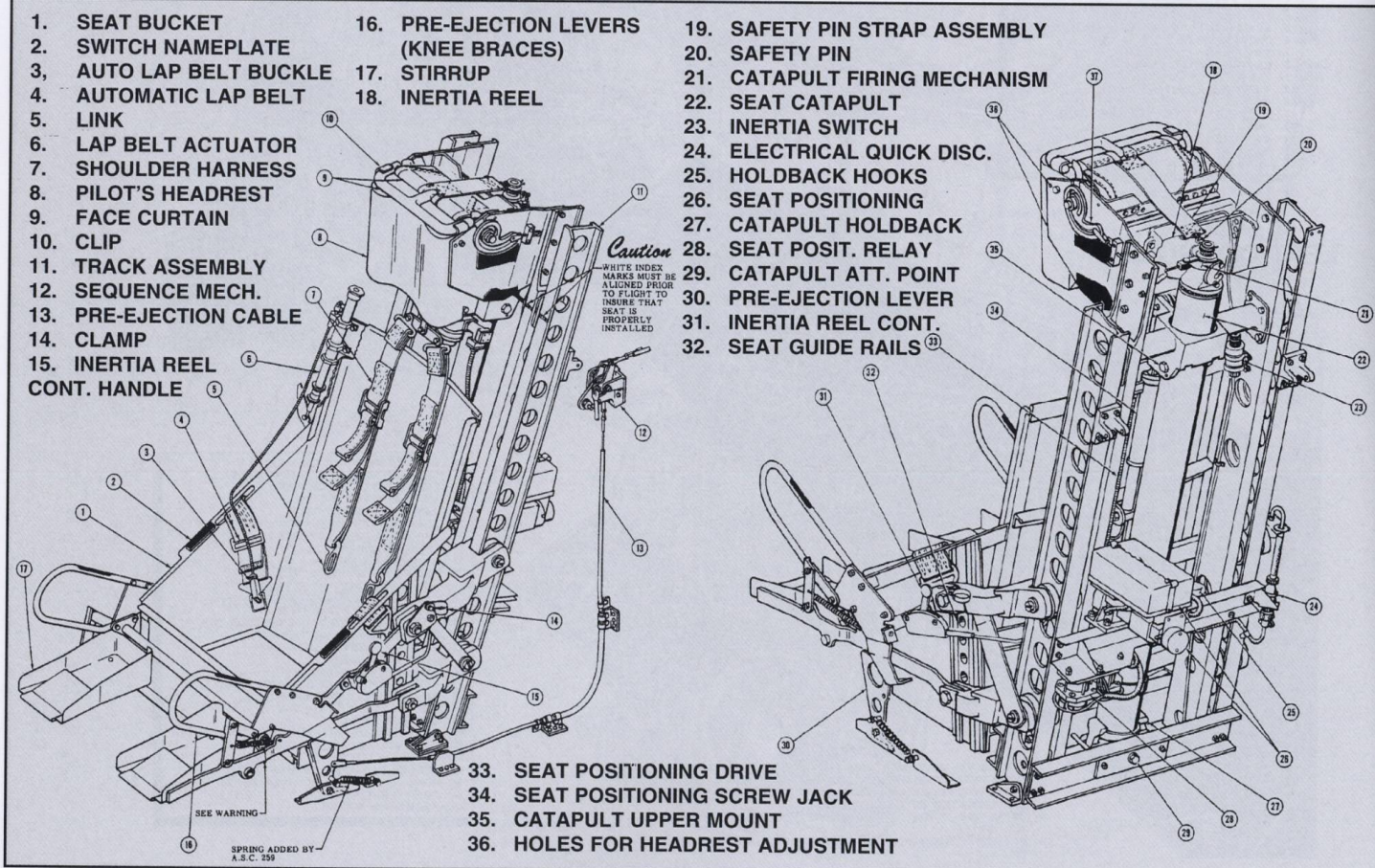
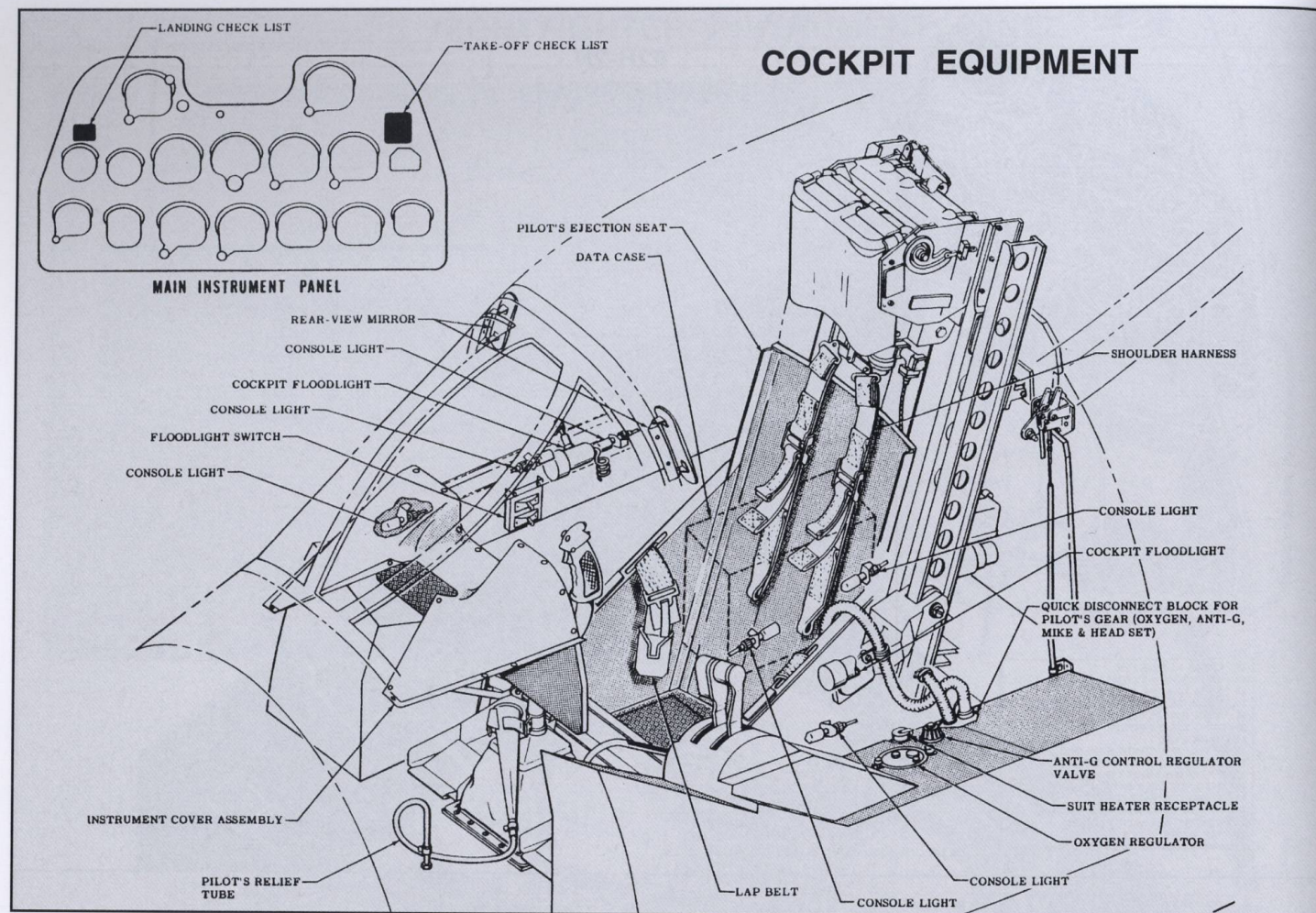
Note
1 ASC 357 EFFECTIVE F2H-2 AIRPLANES 124940 & SUBSEQUENT & F2H-2P AIRPLANES 125072 & SUBSEQUENT INSTALLS A SHIELD ON THE BATTERY SWITCH.

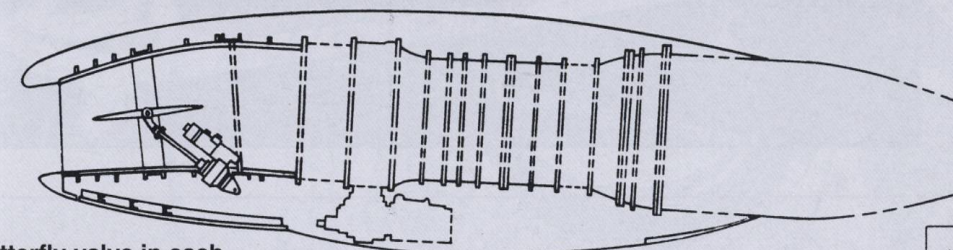
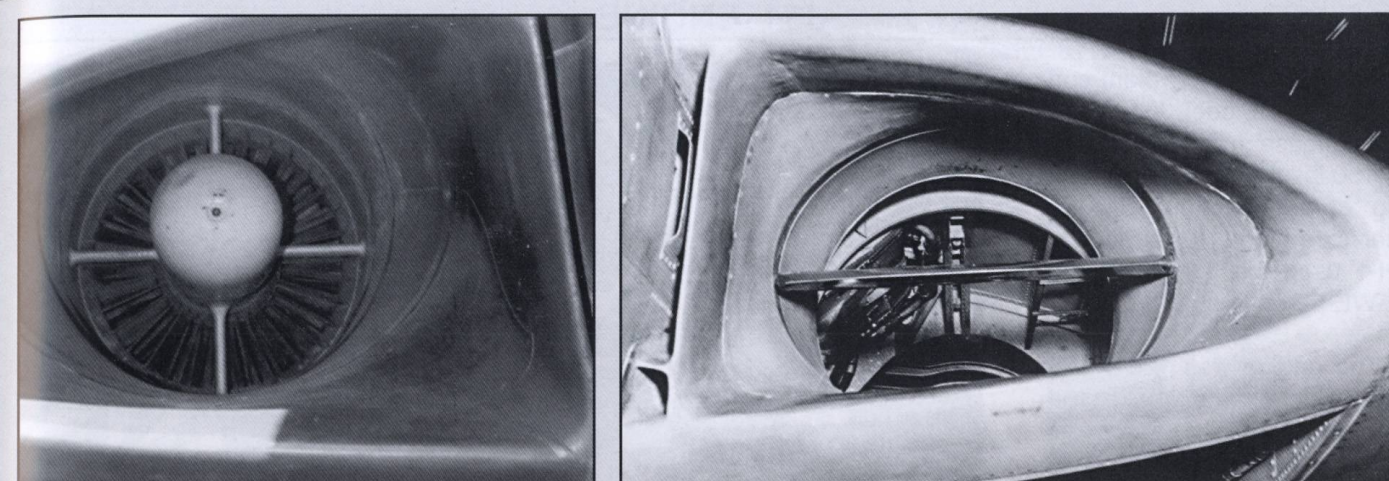
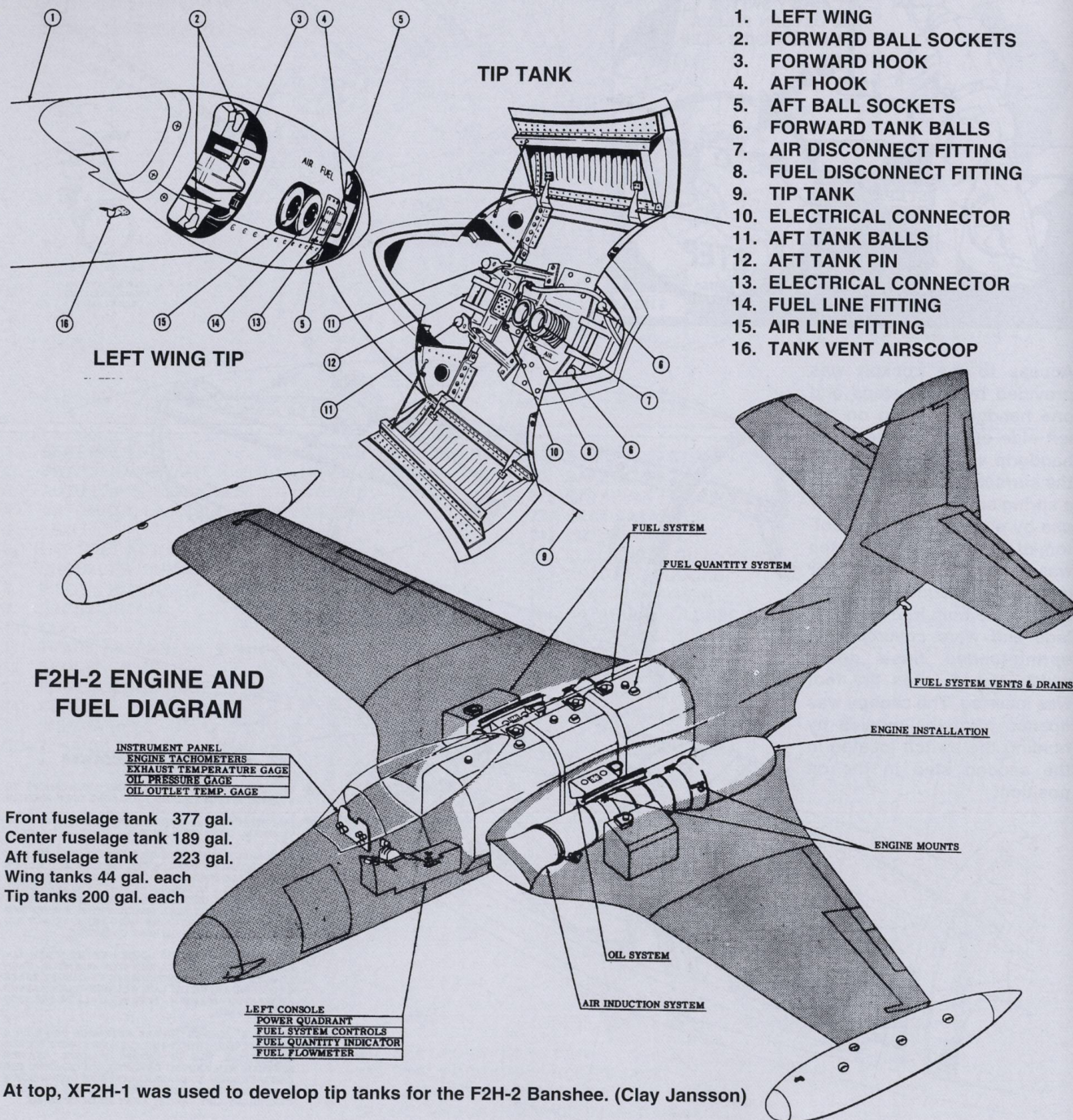
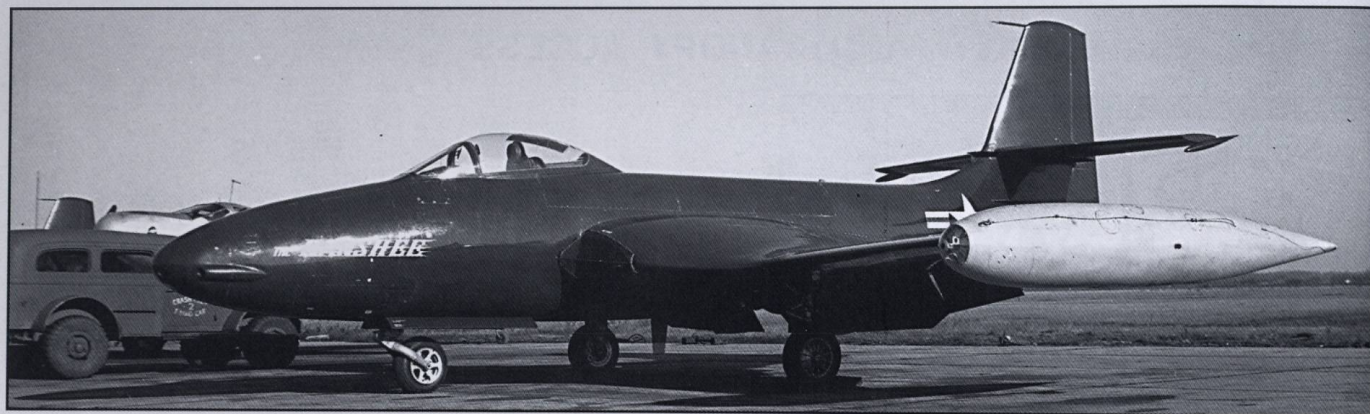
F2H-2N NIGHTFIGHTER INSTRUMENT PANEL



EFFECTIVE
BuNos 123307 through 123313

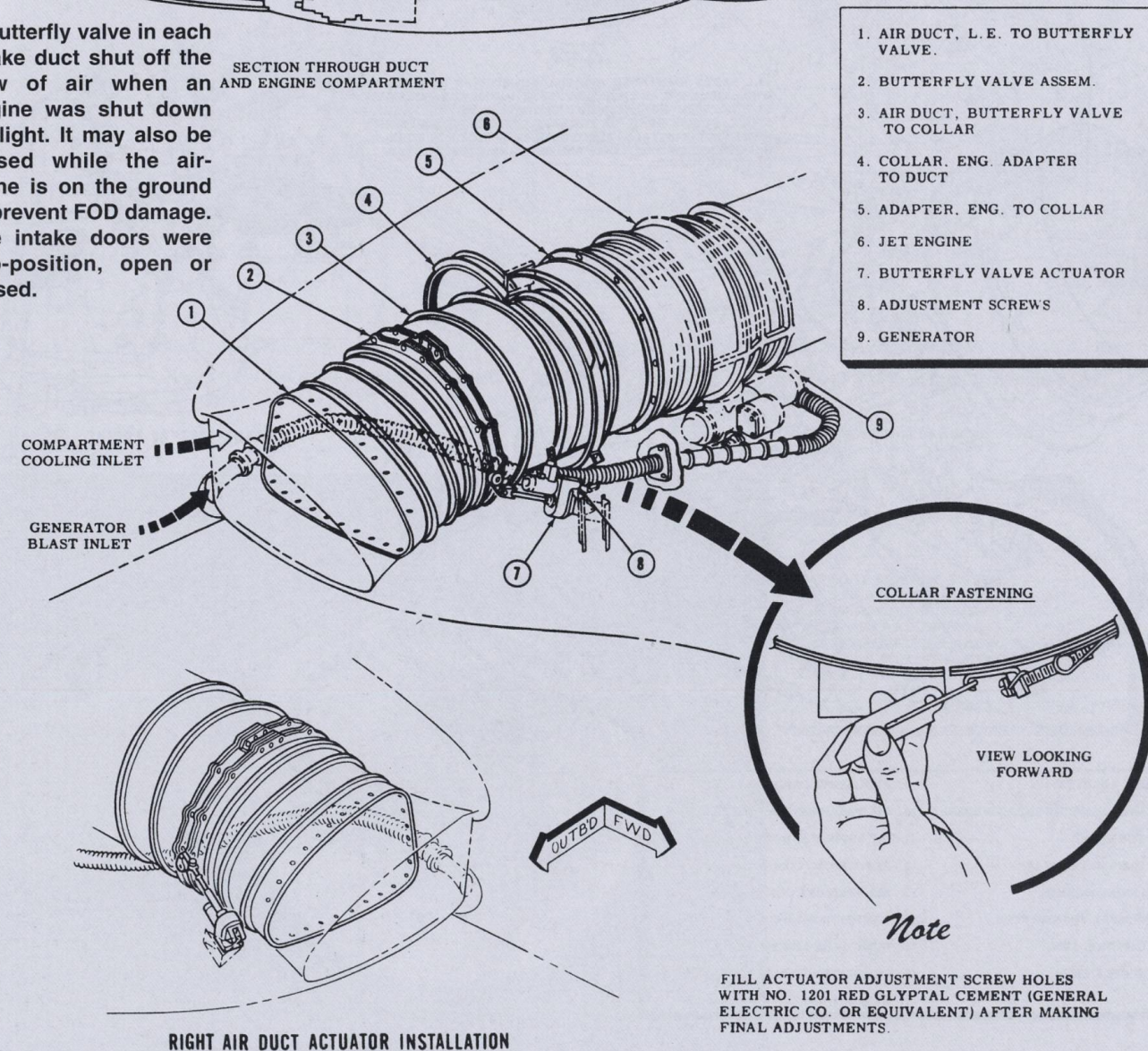






A butterfly valve in each intake duct shut off the flow of air when an engine was shut down in flight. It may also be closed while the airplane is on the ground to prevent FOD damage. The intake doors were two-position, open or closed.

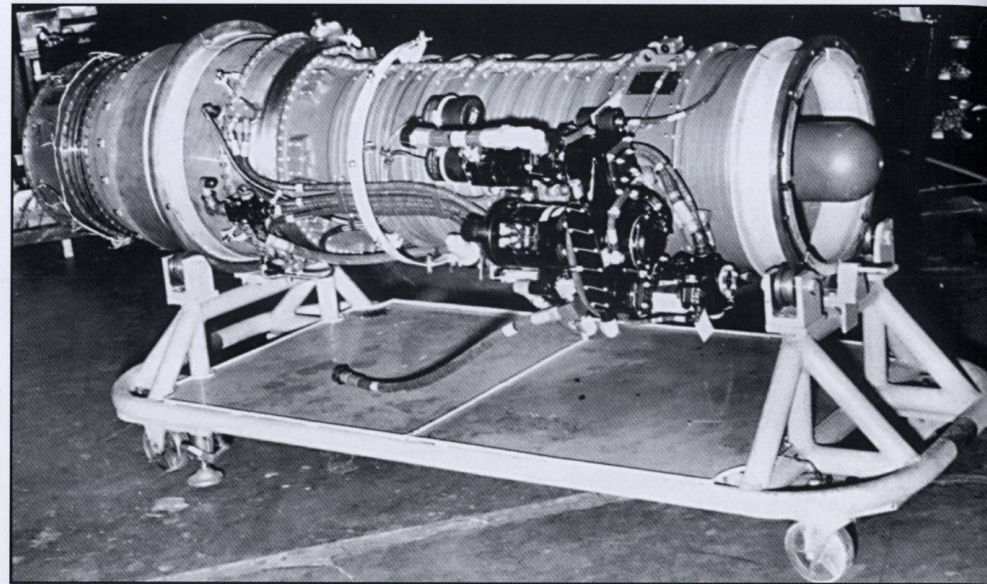
Above left, right intake with engine installed and intake doors removed. Above, left intake with intake doors open and engine removed.



J34 ENGINE

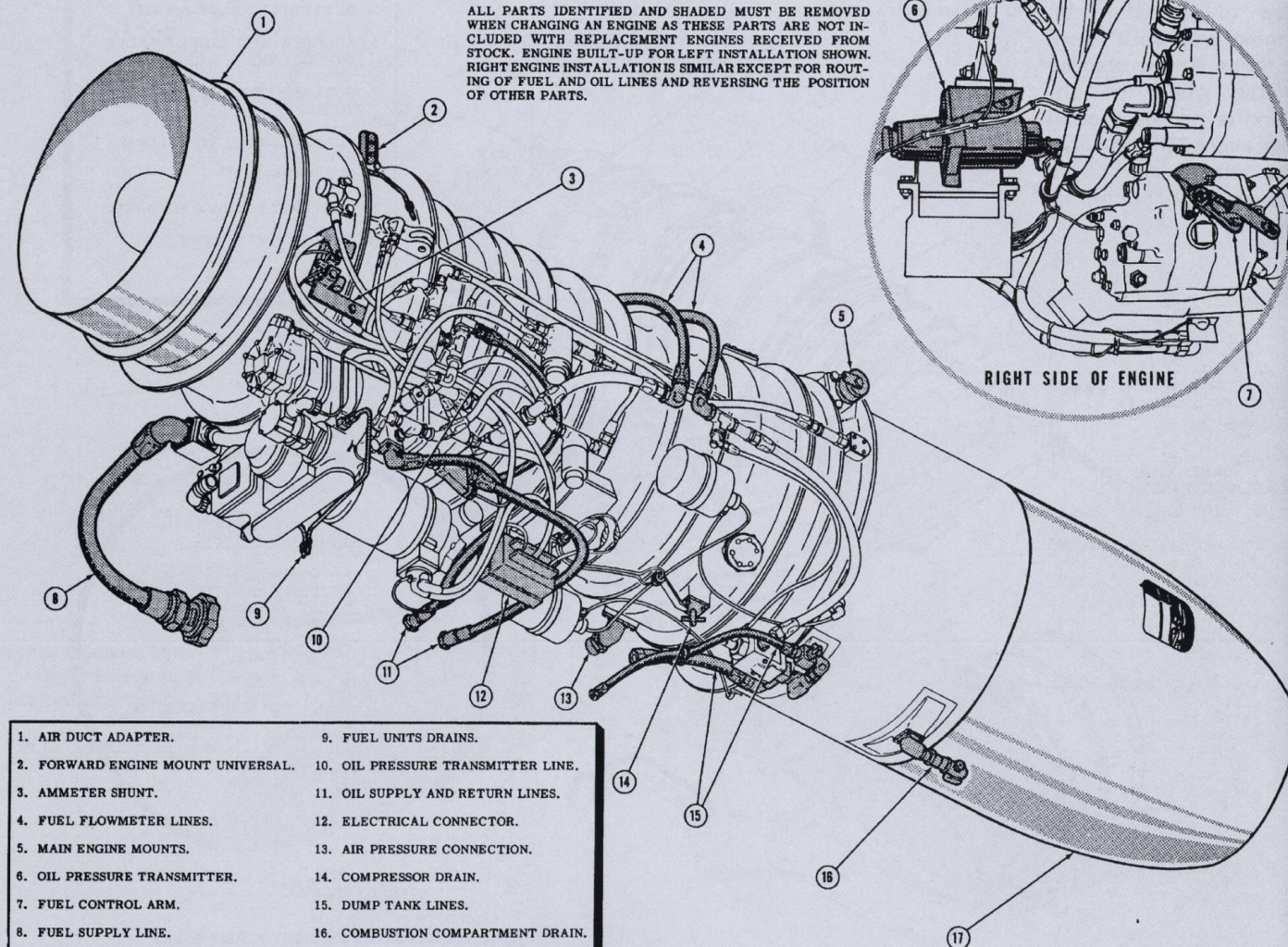
The F2H-2 power plant consisted of two Model J34-WE-34 Westinghouse turbo-jet engines of 3,150 lbs thrust installed in the wing center section, one on either side of the fuselage. The F2H-1 used the 3,000 lb thrust J34-WE-22 engines.

The engine was 120 inches long, 27 inches in diameter, with a frontal area of 5.16 square feet. Dry weight was 1,255 pounds. The compressor was an eleven-stage axial-flow type with a 3.65:1 compression ratio. The combustion chamber was constructed of stainless steel.



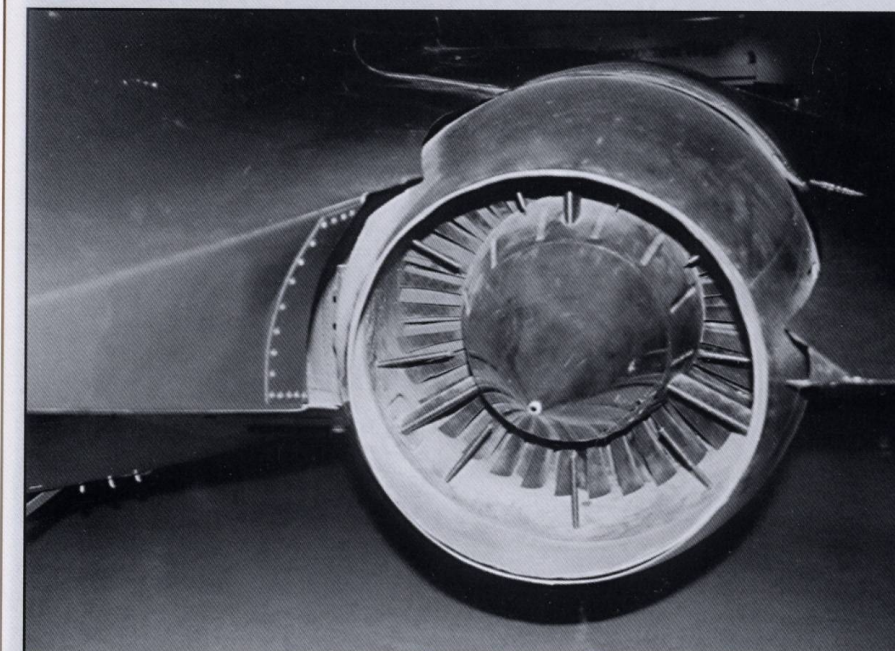
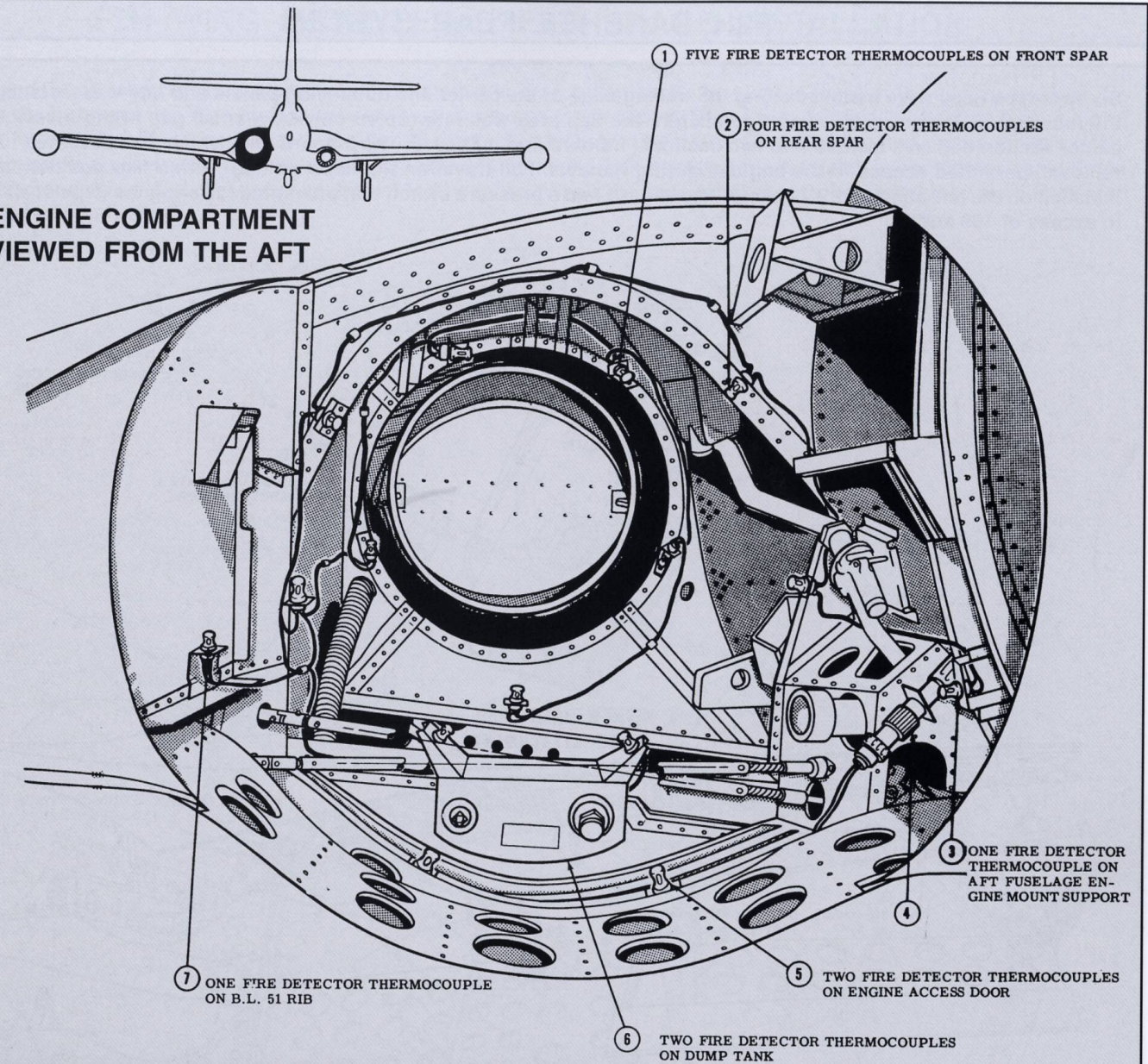
Note

ALL PARTS IDENTIFIED AND SHADED MUST BE REMOVED WHEN CHANGING AN ENGINE AS THESE PARTS ARE NOT INCLUDED WITH REPLACEMENT ENGINES RECEIVED FROM STOCK. ENGINE BUILT-UP FOR LEFT INSTALLATION SHOWN. RIGHT ENGINE INSTALLATION IS SIMILAR EXCEPT FOR ROUTING OF FUEL AND OIL LINES AND REVERSING THE POSITION OF OTHER PARTS.



- | | |
|------------------------------------|------------------------------------|
| 1. AIR DUCT ADAPTER. | 9. FUEL UNIT DRAINS. |
| 2. FORWARD ENGINE MOUNT UNIVERSAL. | 10. OIL PRESSURE TRANSMITTER LINE. |
| 3. AMMETER SHUNT. | 11. OIL SUPPLY AND RETURN LINES. |
| 4. FUEL FLOWMETER LINES. | 12. ELECTRICAL CONNECTOR. |
| 5. MAIN ENGINE MOUNTS. | 13. AIR PRESSURE CONNECTION. |
| 6. OIL PRESSURE TRANSMITTER. | 14. COMPRESSOR DRAIN. |
| 7. FUEL CONTROL ARM. | 15. DUMP TANK LINES. |
| 8. FUEL SUPPLY LINE. | 16. COMBUSTION COMPARTMENT DRAIN. |
| | 17. EXHAUST NOZZLE AND SHROUD. |

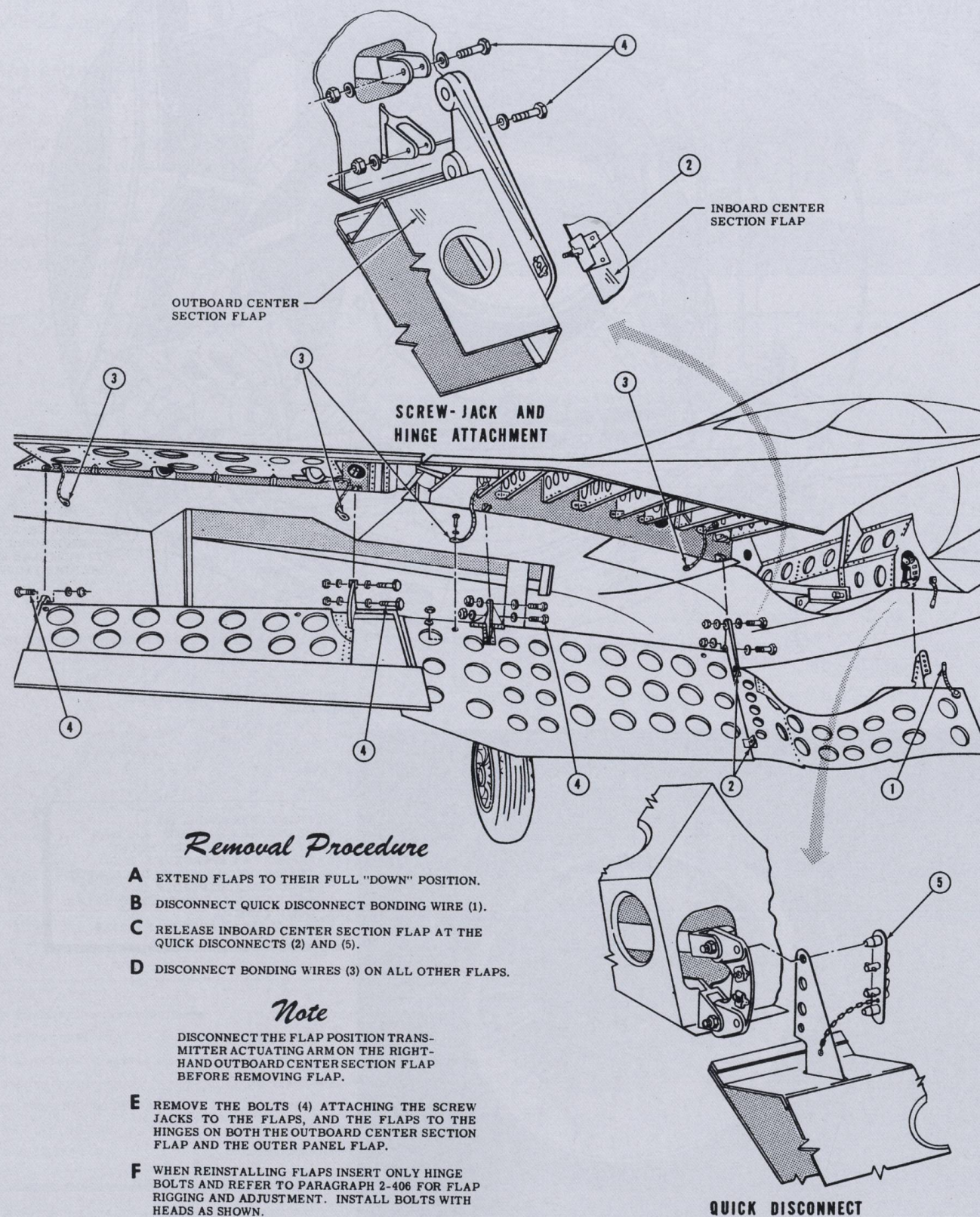
ENGINE COMPARTMENT VIEWED FROM THE AFT



- | |
|--|
| 1. FRONT SPAR AT F.S. 212.0 |
| 2. REAR SPAR AT APPROX. F.S. 248.0 |
| 3. AFT FUSELAGE ENGINE MOUNT SUPPORT AT APPROX. F.S. 270.0 |
| 4. THERMOCOUPLE WIRING DISCONNECT PLUG AND RECEPTACLE |
| 5. AFT ENGINE ACCESS DOOR NO. 25 L&R |
| 6. DUMP TANK |
| 7. B.L. 51 RIB AT APPROX. F.S. 270.0 |

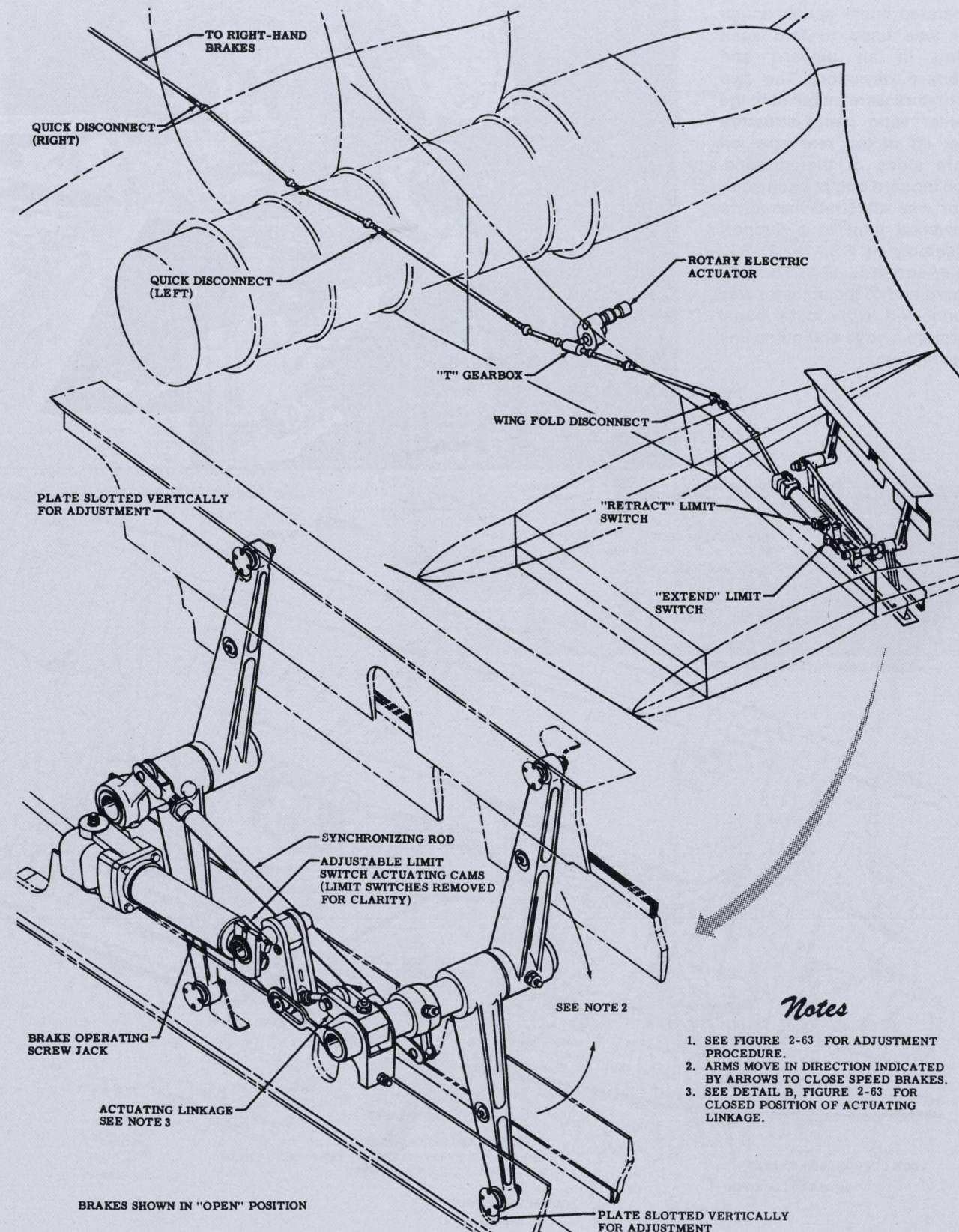
F2H BANSHEE FLAP SYSTEM

Six split-type flaps were installed along the trailing edge of the center and outer wing panels and one was installed under the fuselage. Extending from aileron to aileron, the flap area was interrupted only by a small gap at the fuselage. Each center section flap was divided into two sections, inboard and outboard. The inboard flap, which was designed for quick removal, permitted access to the engines during removal. Full travel on the flaps was 60° with a flap position indicator installed on the left-hand pilot's console. The aircraft had a pressure switch that prevented lowering the flaps at air speeds in excess of 169 knots.



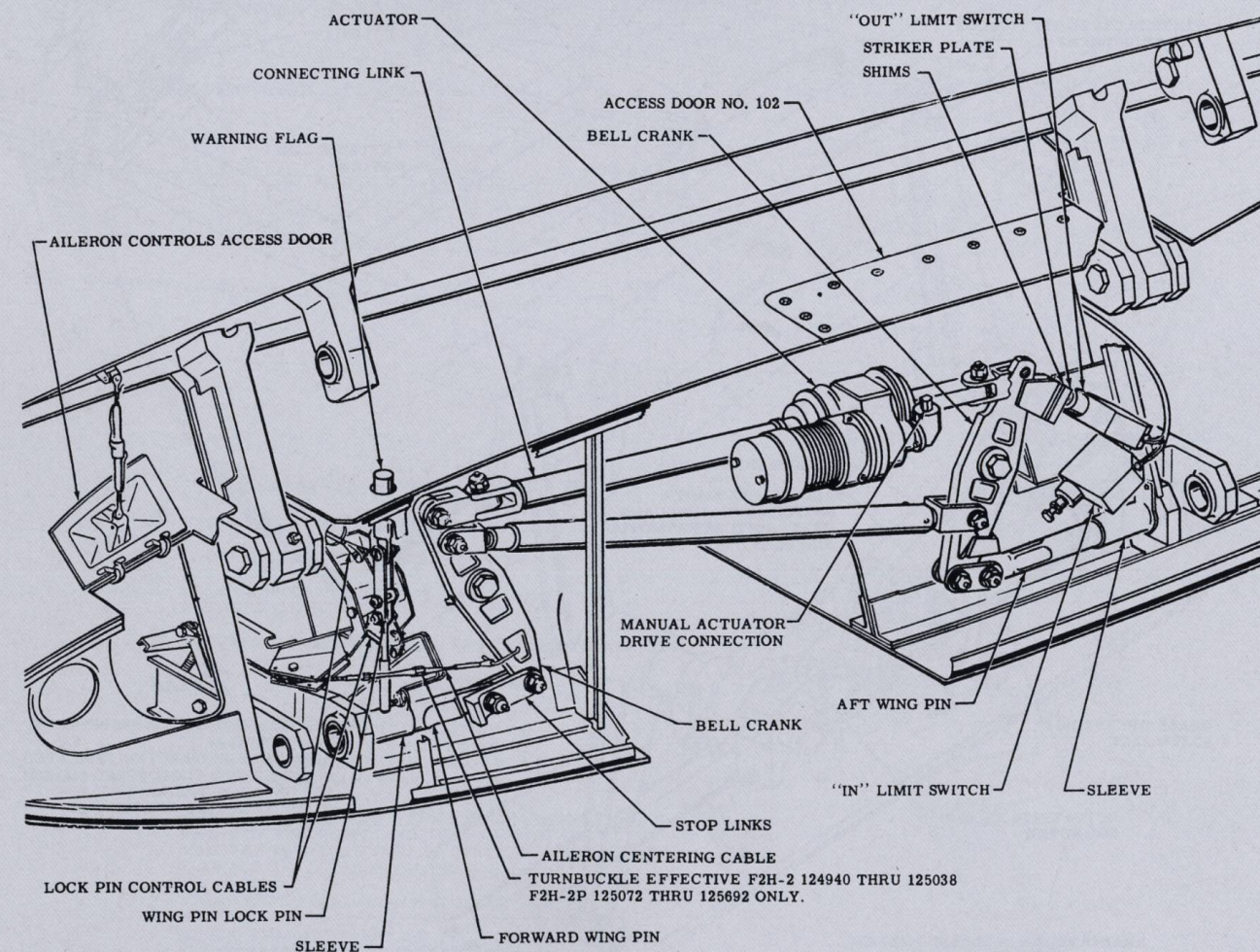
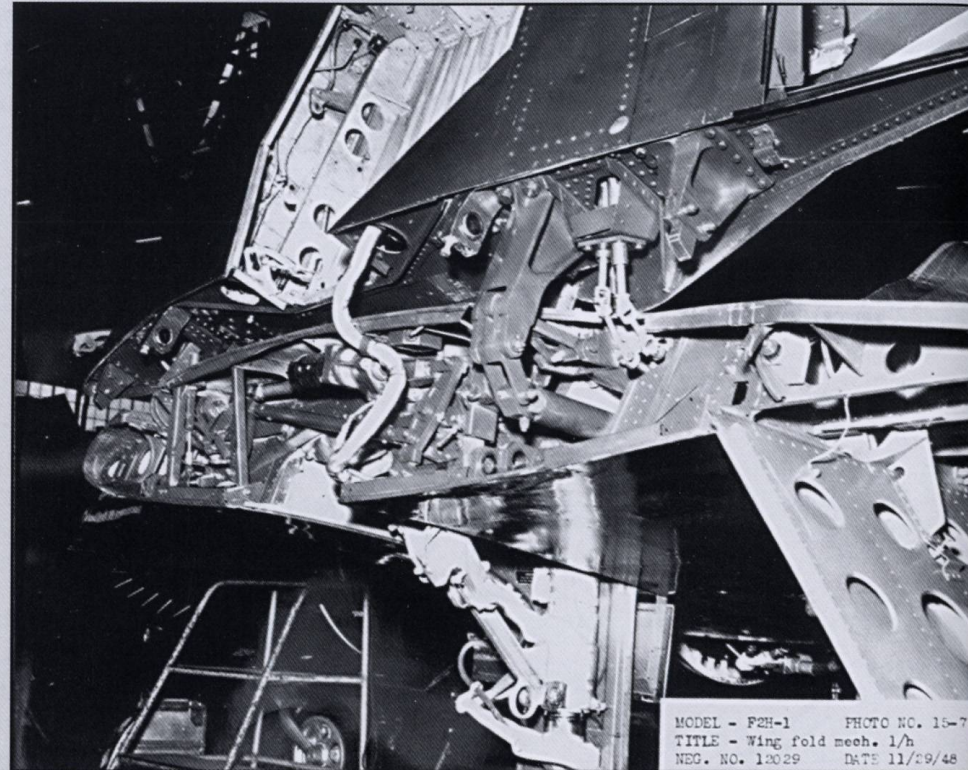
F2H WING - MOUNTED SPEED BRAKE INSTALLATION

Upper and lower speed brake assemblies were installed in each outer wing panel just inboard of the aileron and just forward of the outboard flap. The brakes were built-up plates and tee sections. They were electrically operated from a motor located in the left center wing panel. Operation of the brakes was controlled from a switch located on the throttle quadrant. Extension and retraction of the brakes was effected by screw jack operated mechanisms in each outer panel, interconnected and driven by a spanwise system of torque tubes. When the speed brakes were retracted they were flush with the surface of the wings.

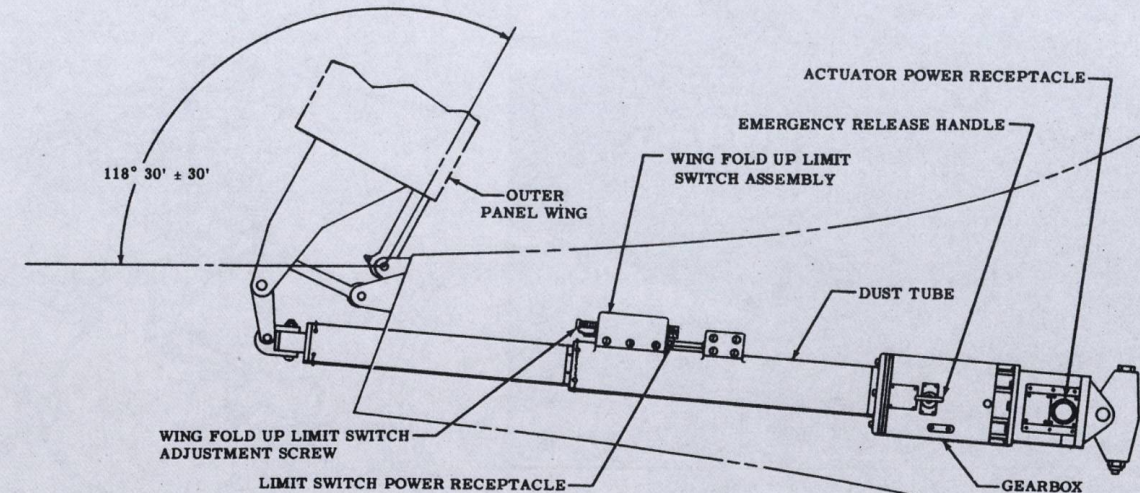


F2H WING FOLD MECHANISM

The major components of the wing fold mechanism were a wing fold actuator, and linkage which consisted of a yoke and a link. The electrically operated linear action actuator was used to fold each wing in an upward and inboard direction. The two actuators were installed in the center wing panel structure just aft of the rear spar on both sides of the airplane. The inboard end of each actuator was attached through a universal joint to a support assembly at F.S. 252.2, B.L. 55.4, and W.L. 17.3. The outboard end of the actuator was connected to the outer panel through a yoke and guide link mechanism.

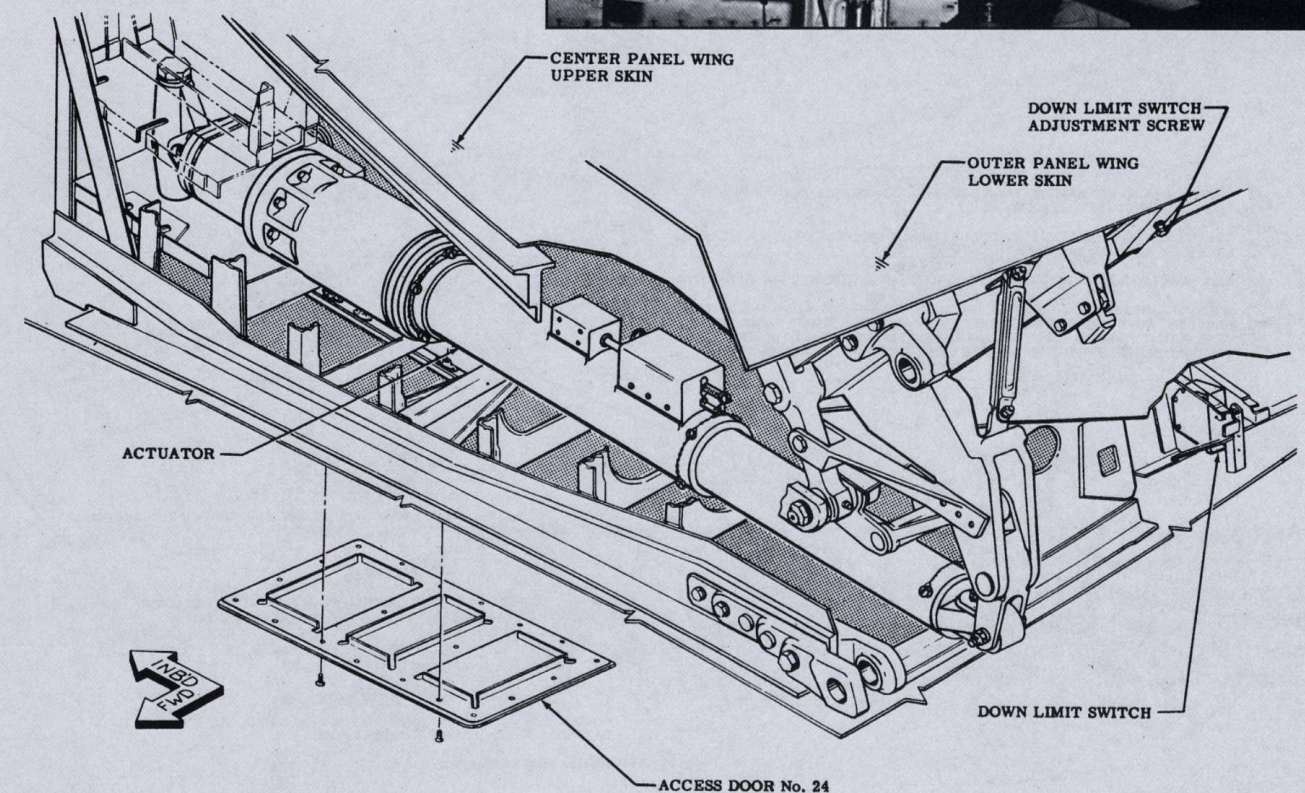
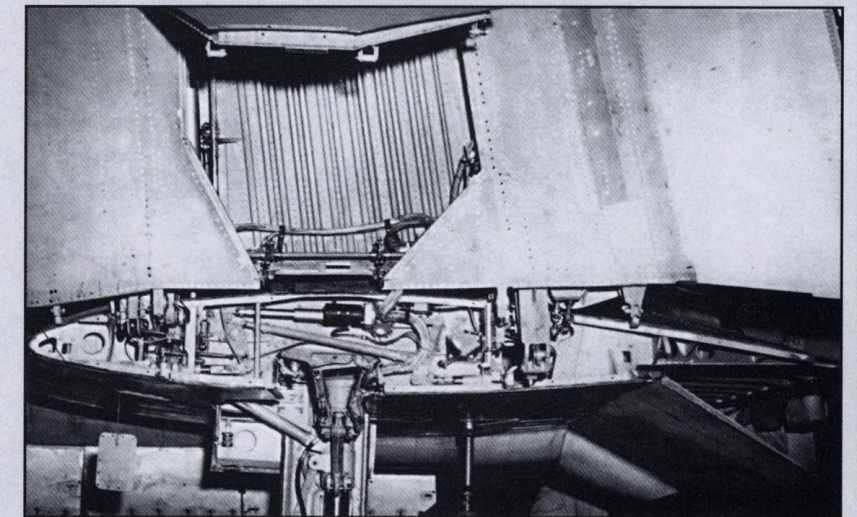


F2H WING FOLD MECHANISM

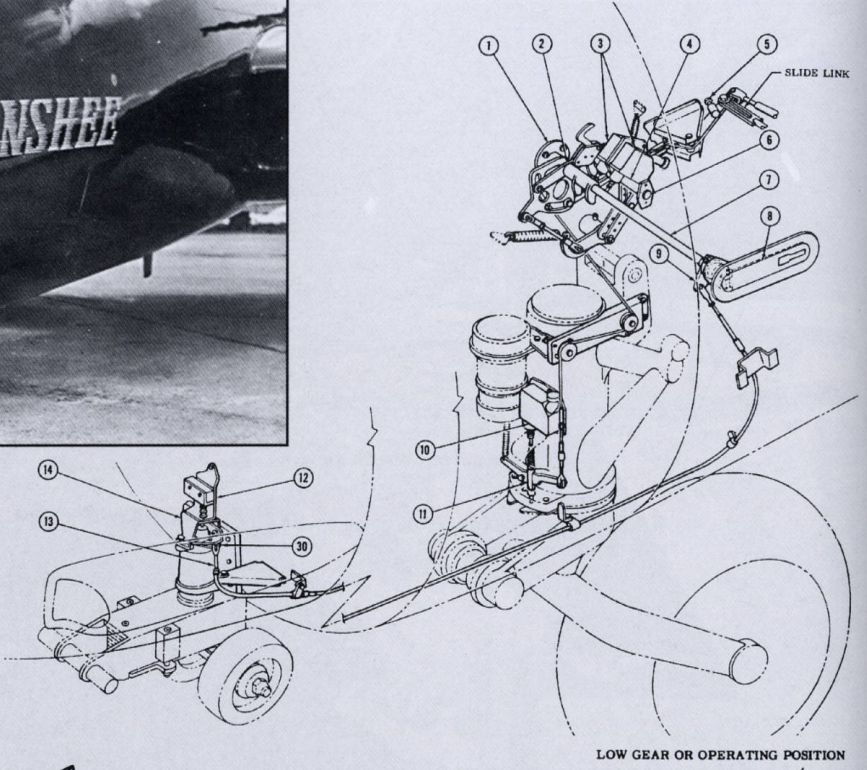


WING FOLD ACTUATOR
VIEW LOOKING FORWARD

At right, note corrugated skin of the wheel well interior. (National Archives)



KNEELING NOSE GEAR



LOW GEAR OR OPERATING POSITION

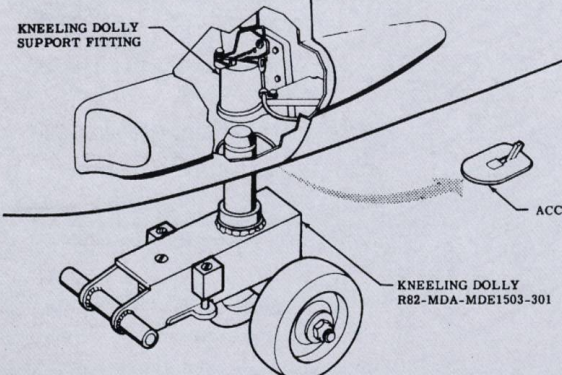
ACTUATOR GEAR SHIFT HANDLE

HIGH GEAR OR LOCKED POSITION

NOSE GEAR CENTERING PIN

TO KNEEL

- A** UNLOCK GEARSHIFT HANDLE, PULL OUT, AND ROTATE COUNTER-CLOCKWISE TO LOW GEAR OR OPERATING POSITION.
- B** REMOVE ACCESS DOOR 2 AND PUSH DOLLY SPINDLE UPWARD INTO SUPPORT UNTIL LATCH LOCKS DOLLY IN PLACE.
- C** KICK NOSE GEAR TO CENTERED POSITION TO ALLOW CENTERING PIN TO ENGAGE.
- D** HOLD COCKPIT KNEELING SWITCH IN "KNEEL" POSITION UNTIL AIRPLANE IS FULLY KNEELED. HAVE MEMBER OF GROUND CREW HOLD GEARSHIFT HANDLE IN LOW GEAR POSITION (AS FAR COUNTER-CLOCKWISE AS POSSIBLE) UNTIL KNEELING HAS STARTED TO INSURE POSITIVE LOCKING OF HANDLE IN LOW GEAR POSITION.



TO UNKNEEL

- A** WITH BATTERY SWITCH "ON" PLACE COCKPIT KNEELING SWITCH IN "UNKNEEL" POSITION. LEAVE SWITCH IN "UNKNEEL" POSITION.

Caution

NORMAL OPERATION OF THE LANDING GEAR CANNOT BE OBTAINED UNLESS THE KNEELING SWITCH IS IN THE "UNKNEEL" POSITION.

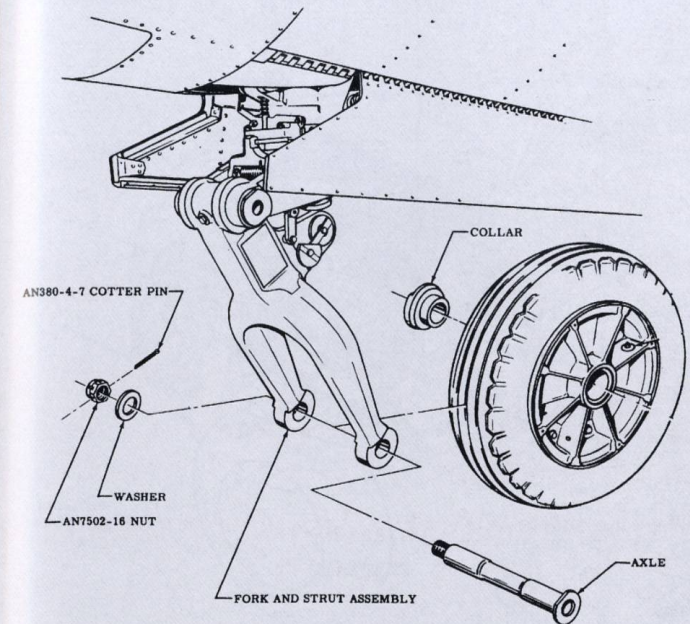
- B** RETURN GEAR SHIFT HANDLE TO "HIGH" GEAR POSITION AND LATCH IN PLACE.

Caution

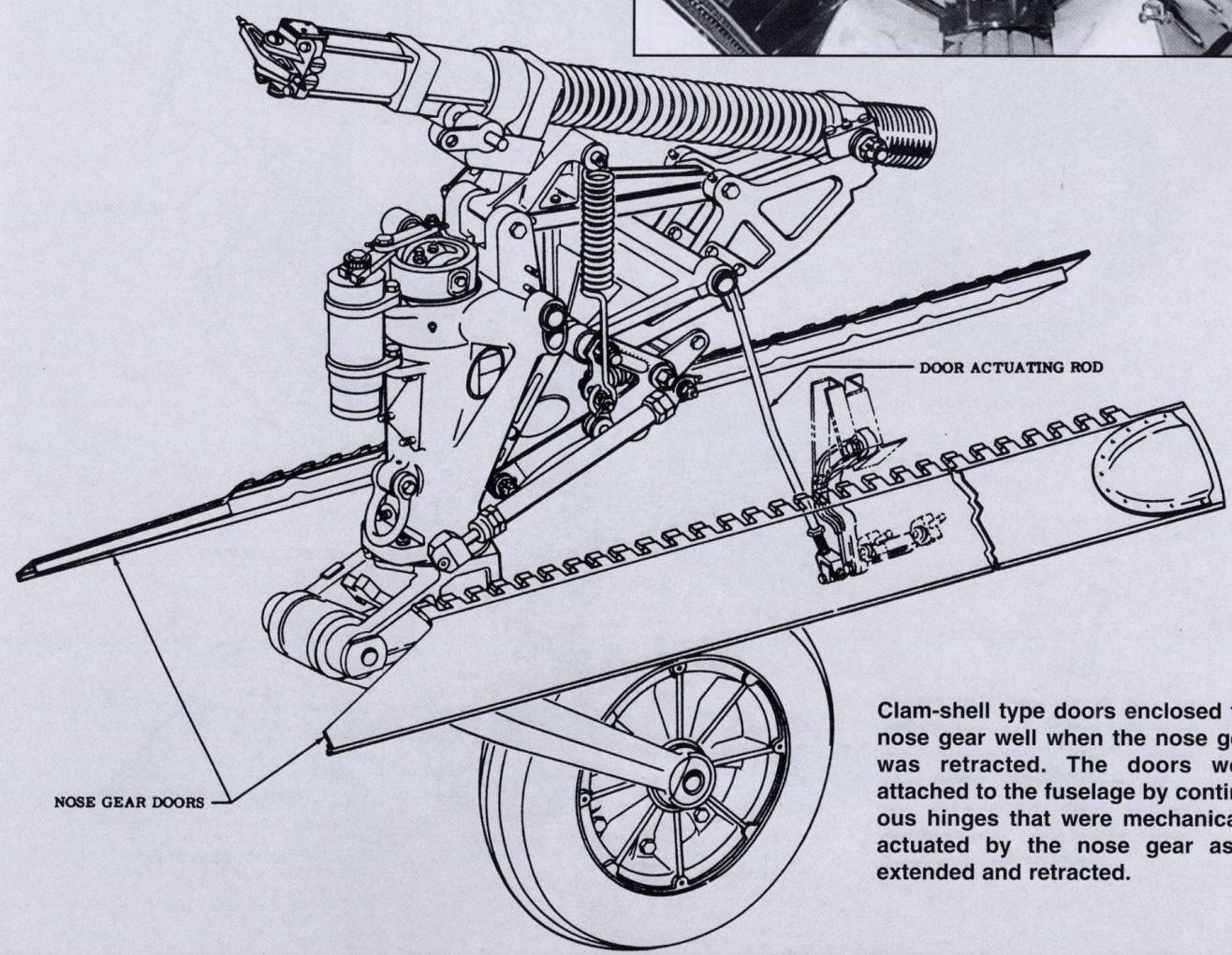
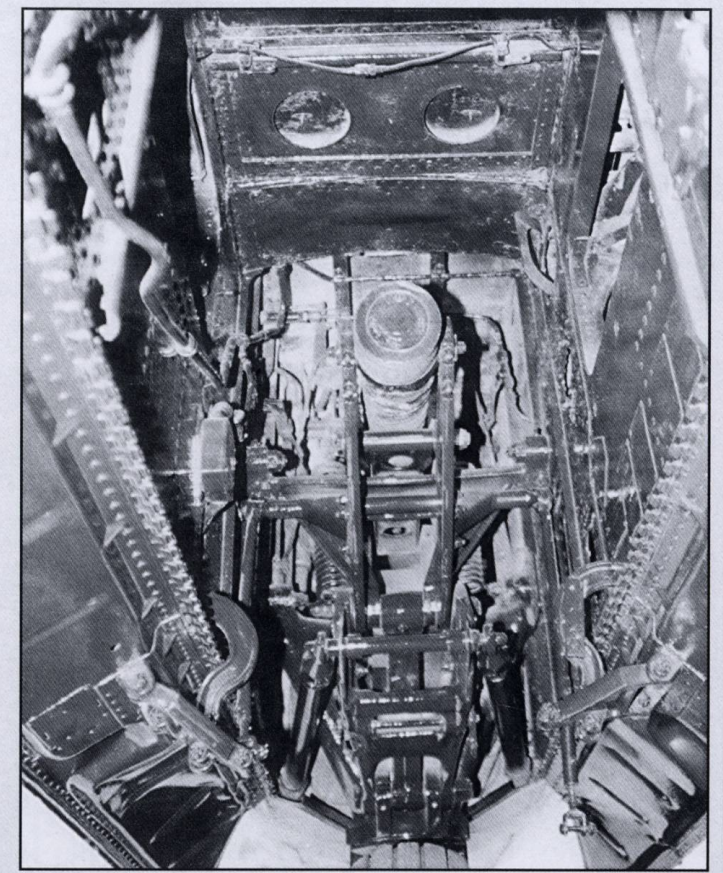
PLACING HANDLE IN "HIGH" GEAR POSITION ALLOWS DOLLY TO DROP TO DECK. STAND CLEAR TO AVOID INJURY.

- C** REPLACE ACCESS DOOR NO. 2.

F2H NOSE GEAR AND NOSE GEAR DOORS



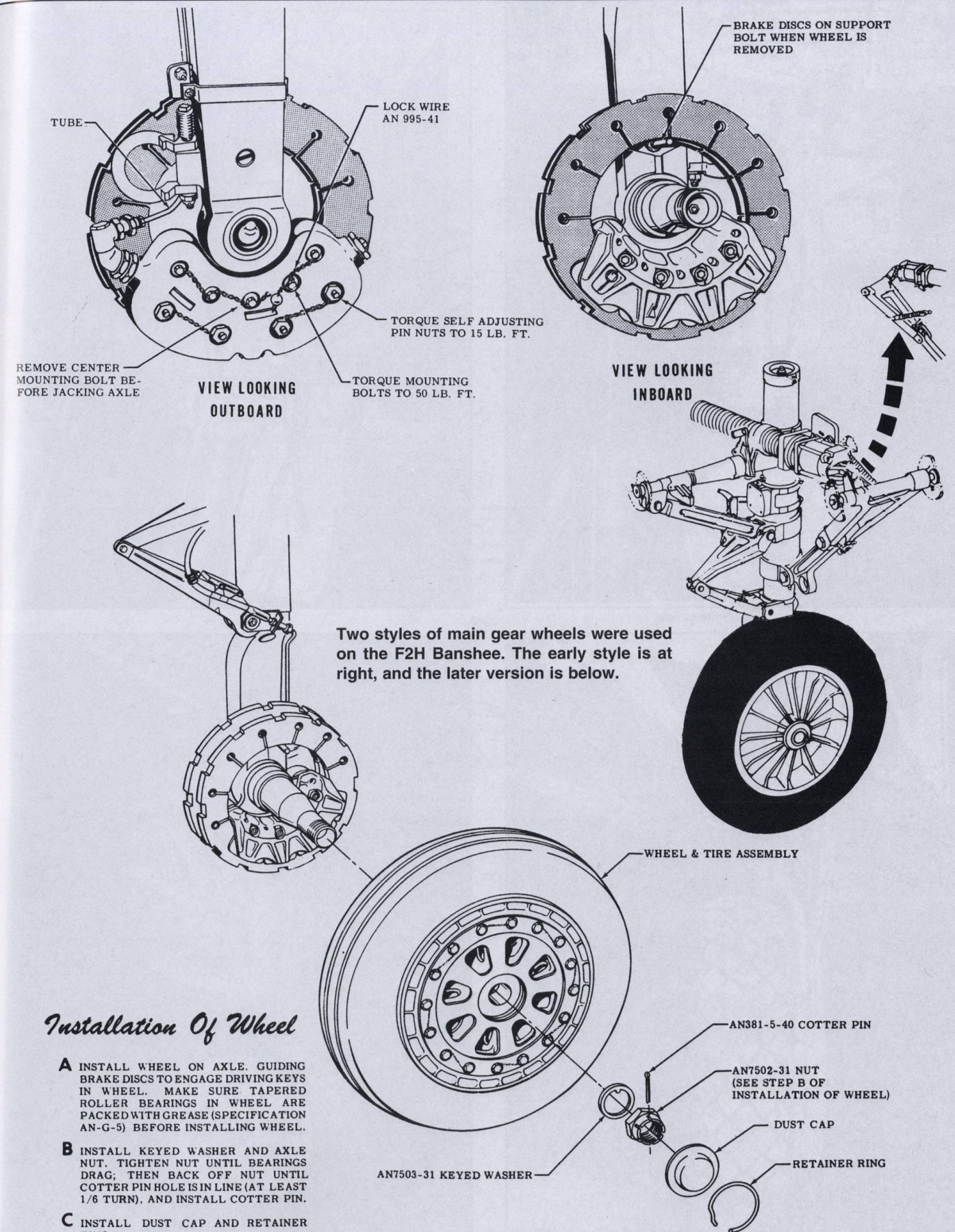
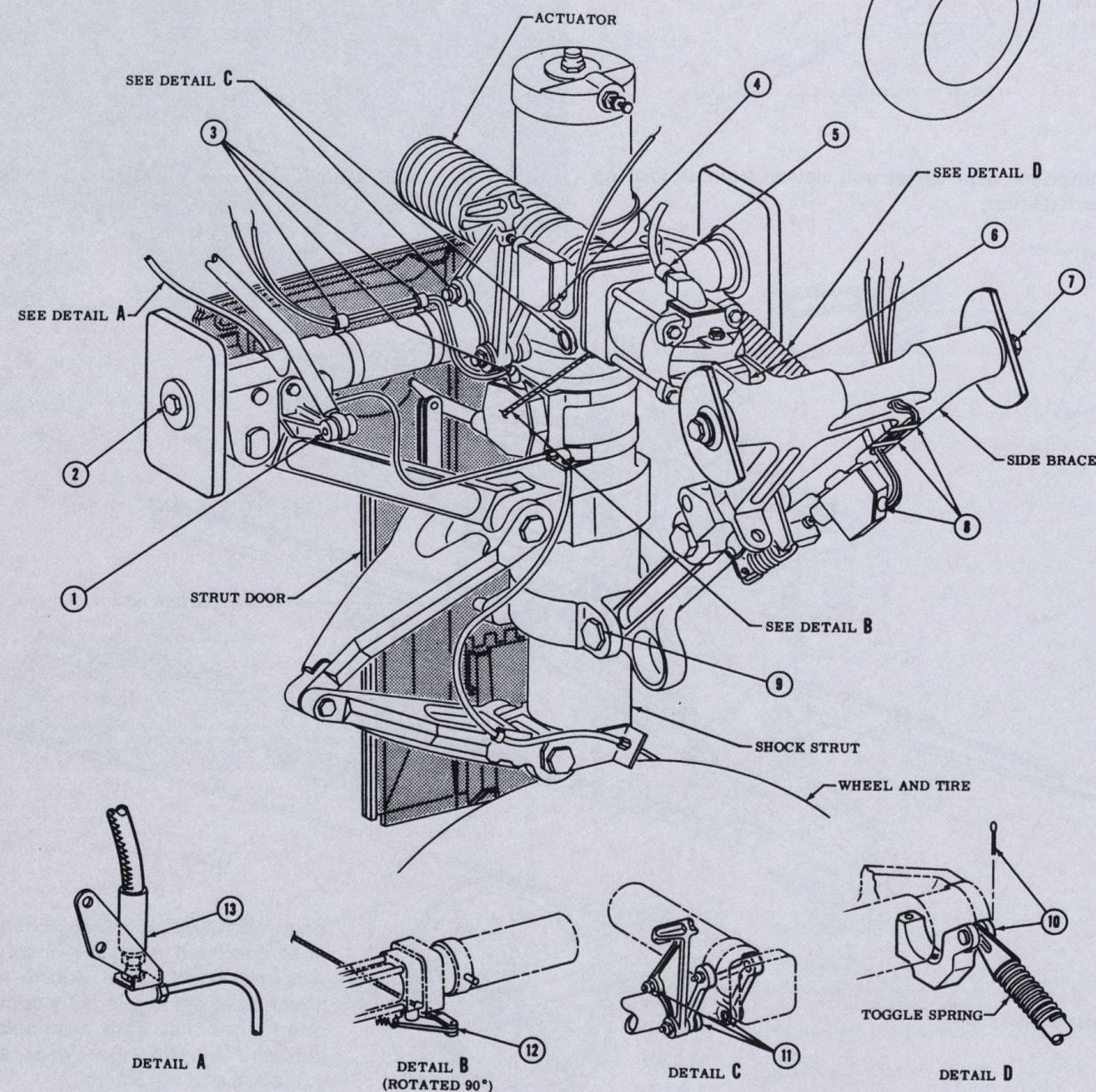
At right, nose gear wheel well viewed from aft looking forward. (Ginter)



Clam-shell type doors enclosed the nose gear well when the nose gear was retracted. The doors were attached to the fuselage by continuous hinges that were mechanically actuated by the nose gear as it extended and retracted.

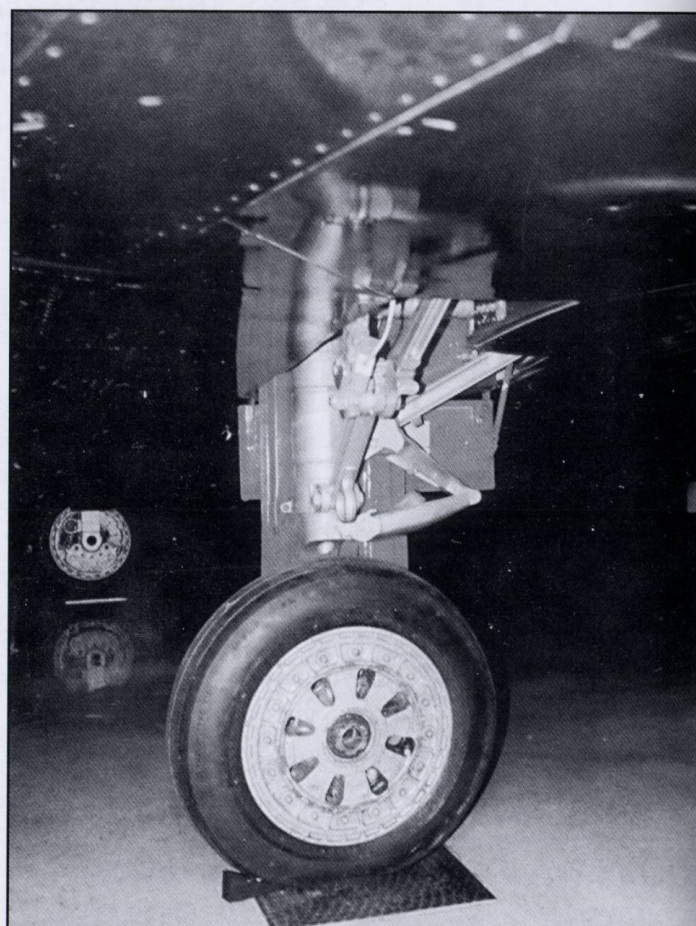
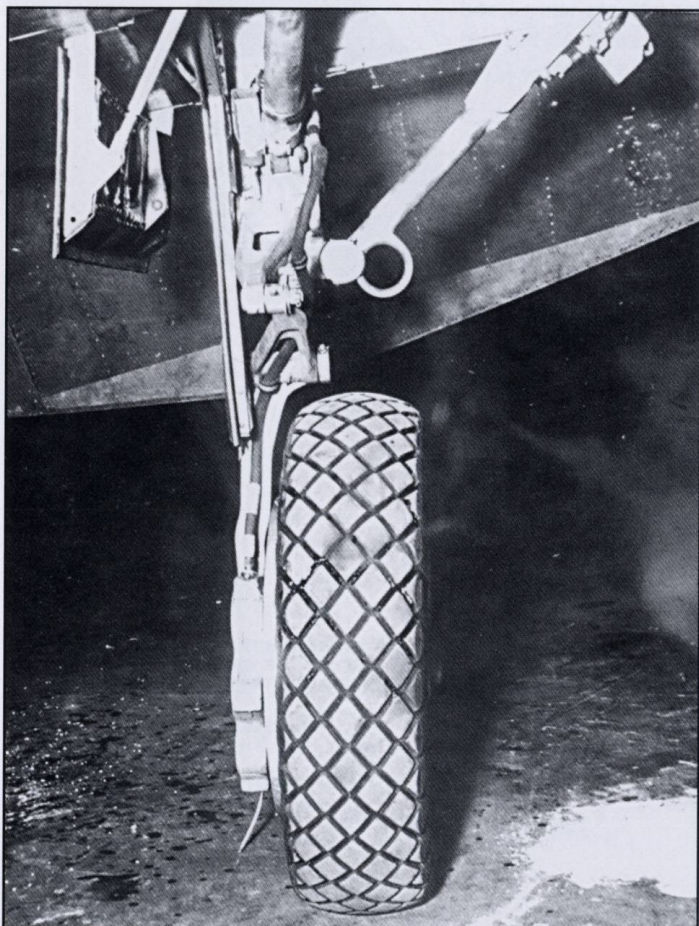
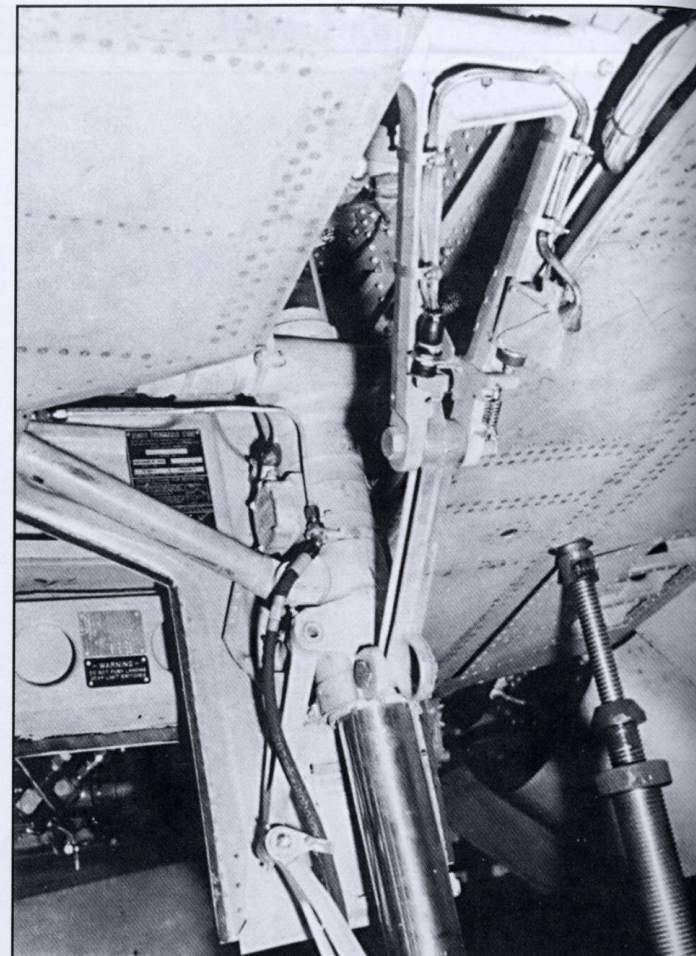
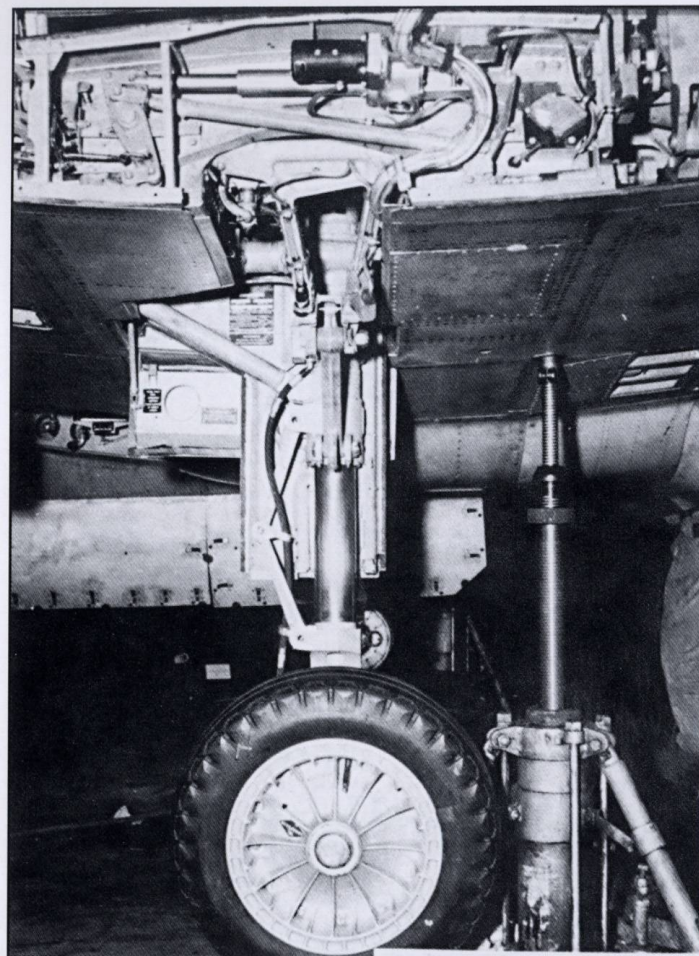
Disconnect Points

1. BOLT CONNECTING FLAPPER DOOR ACTUATING ROD TO ARM ON STRUT TRUNNION.
2. PIVOT BOLT ATTACHING STRUT TRUNNION TO STRUCTURE.
3. SAFETY SWITCH WIRING AT SWITCH AND CLIPS ON STRUT TRUNNION.
4. DOWN LIMIT SWITCH WIRING AT SWITCH.
5. ELECTRICAL DISCONNECT PLUG AT ACTUATOR.
6. BOLT ATTACHING ACTUATOR TO SIDE BRACE.
7. PIVOT BOLT ATTACHING SIDE BRACE TO STRUCTURE.
8. DOWN POSITION INDICATOR LIMIT SWITCH WIRING AT SWITCH AND CLIPS ON SIDE BRACE.
9. BOLT ATTACHING LOWER END OF SIDE BRACE TO STRUT.
10. PIN CONNECTING TOGGLE SPRING TO BRACKET ON STRUT TRUNNION.
11. BOLTS ATTACHING ACTUATOR RETRACTING ARMS TO STRUT TRUNNION.
12. BOLT CONNECTING EMERGENCY RELEASE CABLE TO ACTUATOR ARM.
13. BRAKE HYDRAULIC LINE AT STRUT TRUNNION.

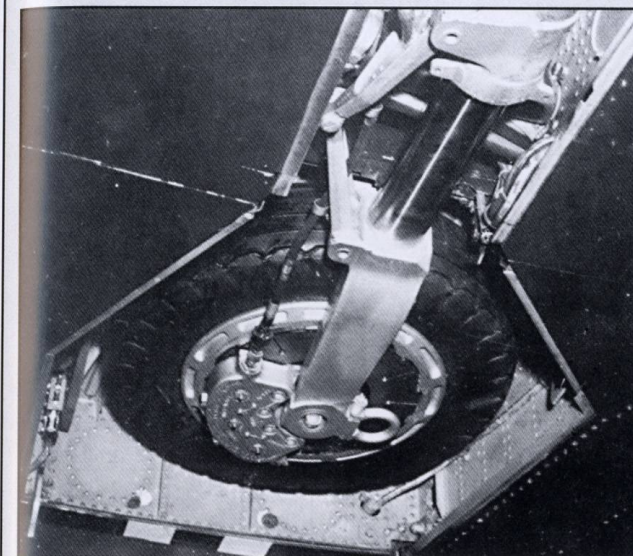


Installation Of Wheel

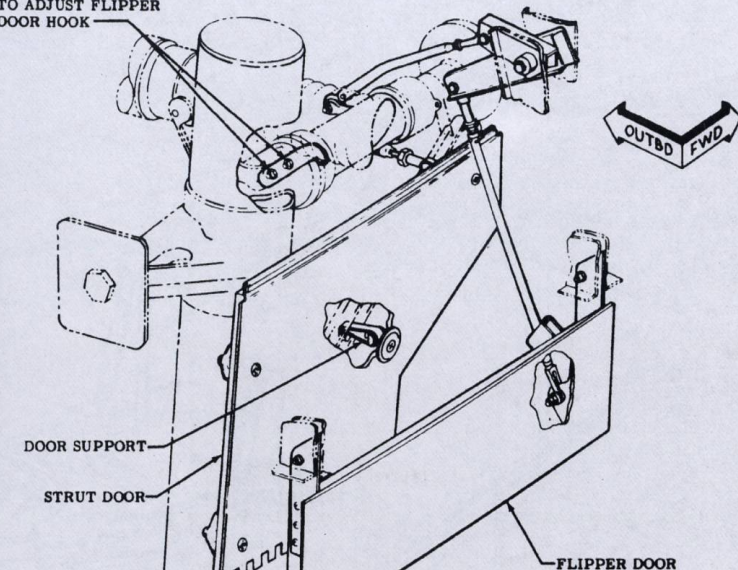
- A** INSTALL WHEEL ON AXLE. GUIDING BRAKE DISCS TO ENGAGE DRIVING KEYS IN WHEEL. MAKE SURE TAPERED ROLLER BEARINGS IN WHEEL ARE PACKED WITH GREASE (SPECIFICATION AN-G-5) BEFORE INSTALLING WHEEL.
- B** INSTALL KEYED WASHER AND AXLE NUT. TIGHTEN NUT UNTIL BEARINGS DRAG; THEN BACK OFF NUT UNTIL COTTER PIN HOLE IS IN LINE (AT LEAST 1/6 TURN), AND INSTALL COTTER PIN.
- C** INSTALL DUST CAP AND RETAINER RING.



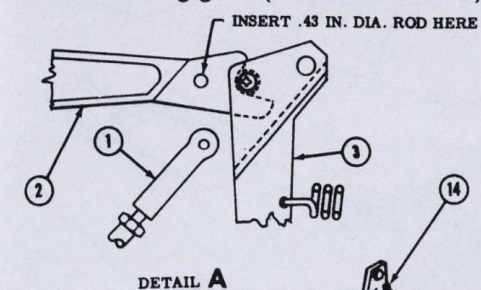
F2H MAIN LANDING GEAR DOORS



LOOSEN THESE BOLTS
TO ADJUST FLIPPER
DOOR HOOK



Above, main gear sans gear doors retracted into the wheel well. The -1/-2 series of Banshees were delivered with silver landing gear. (National Archives)

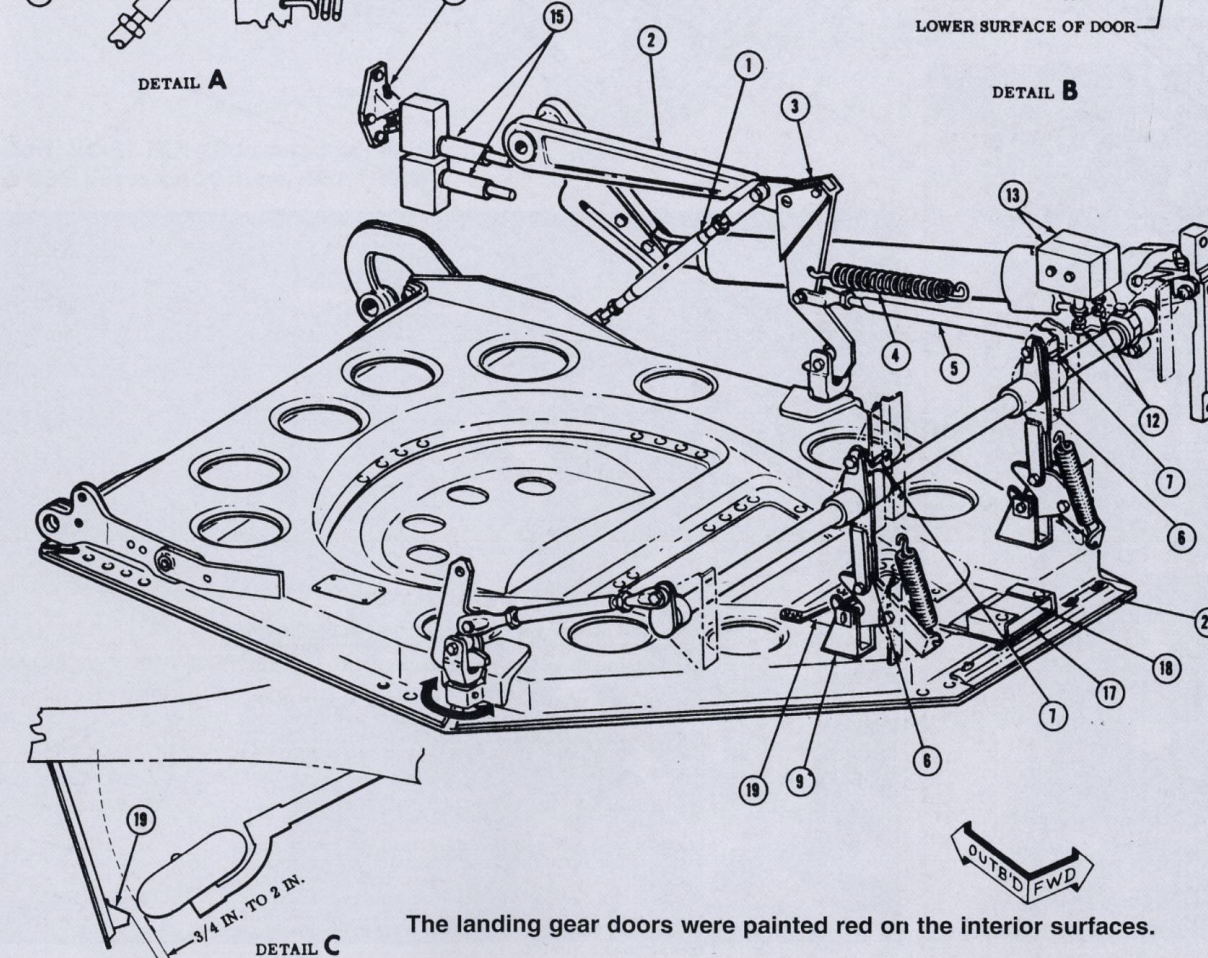


CLOSED POSITION $.00 \pm .06$ IN.
 $.03$

STATIC POSITION $.20 \pm .00$ IN.
 $.03$

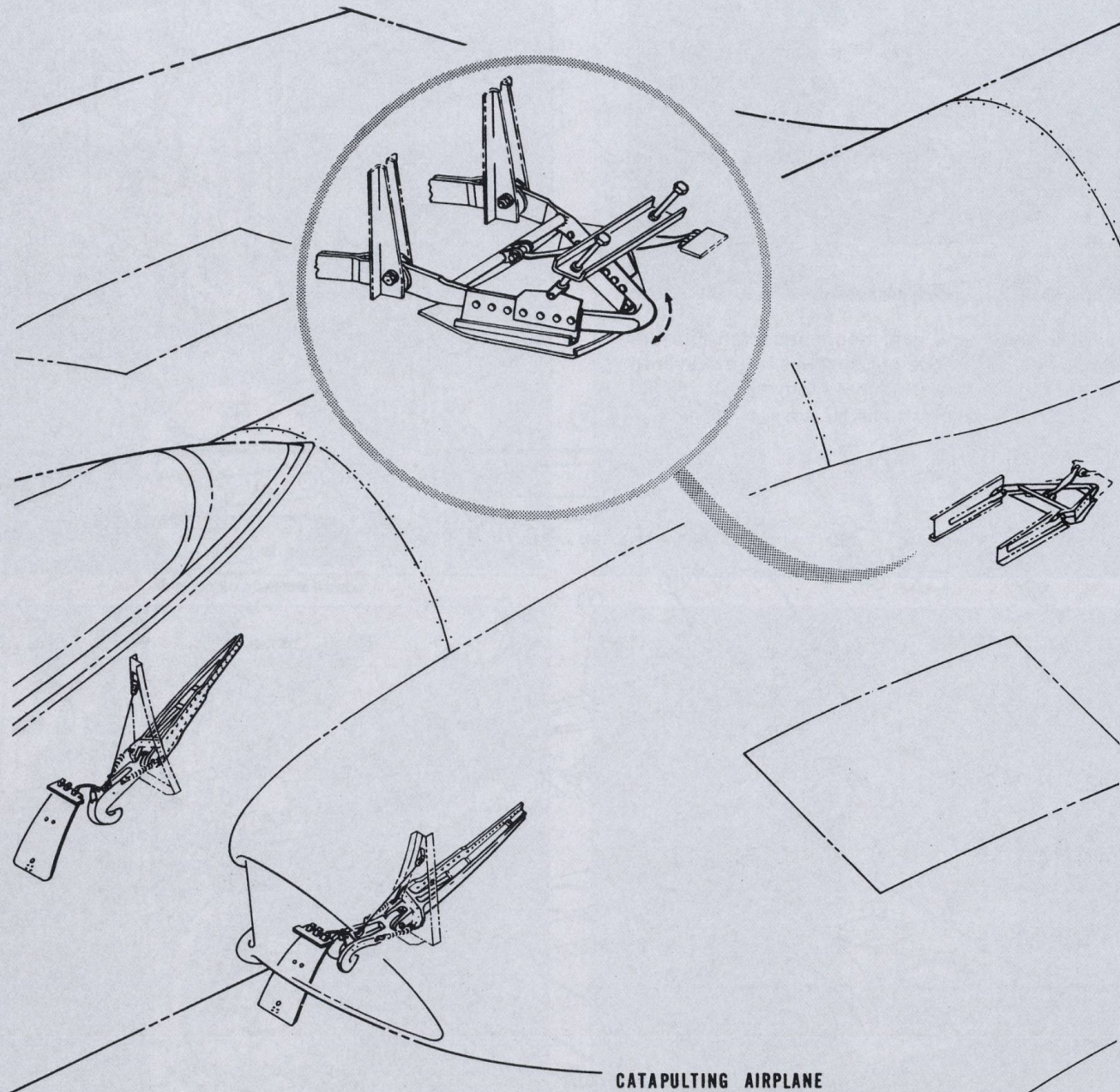
LOWER SURFACE OF DOOR

DETAIL B



The landing gear doors were painted red on the interior surfaces.

CATAPULT HOLDBACK FITTINGS



CATAPULTING AIRPLANE

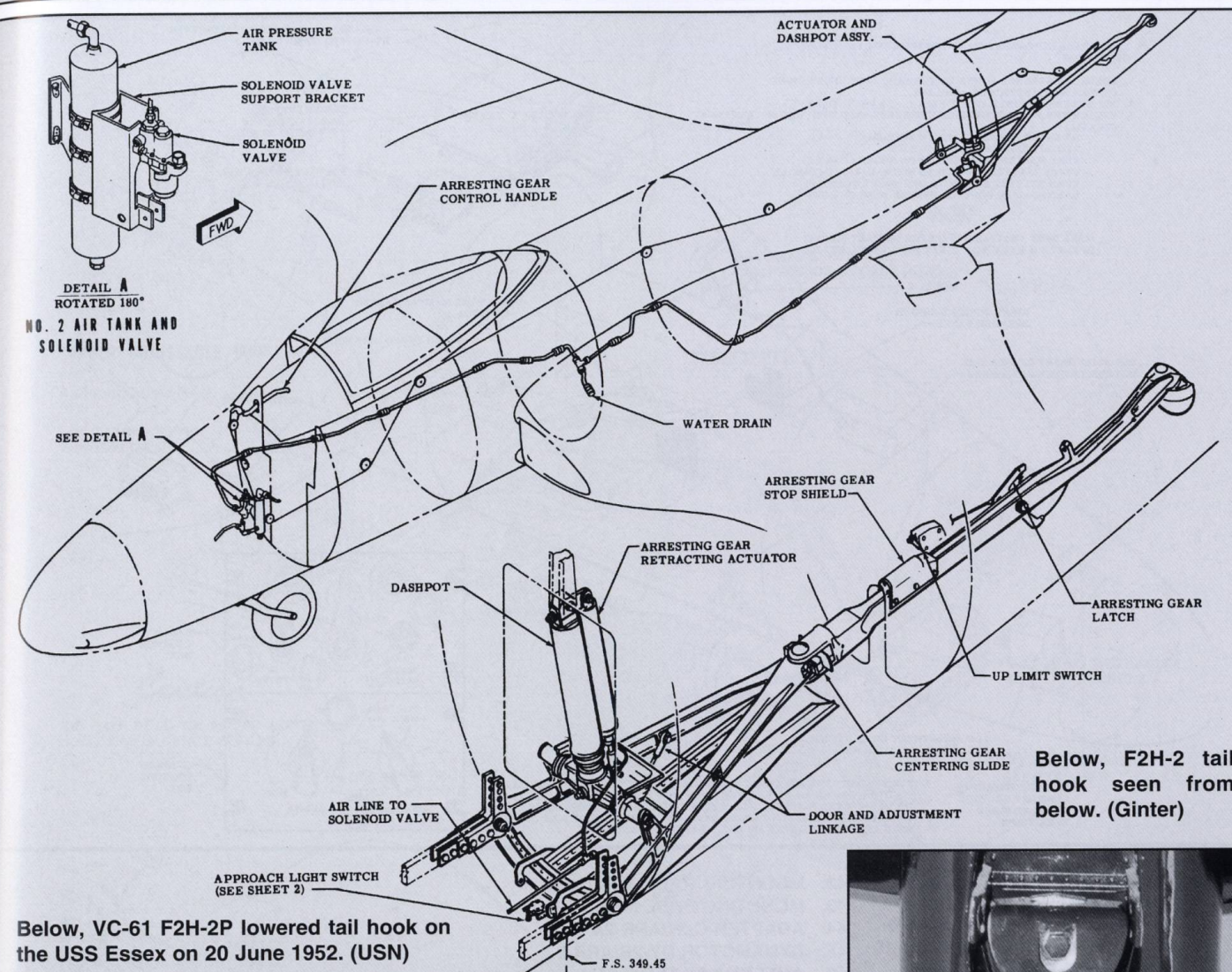
A OPEN HOLDBACK FITTING DOOR BY PULLING DOWN ON TRAILING EDGE. THIS ACTION WILL EXTEND HOLDBACKSHACKLE. ATTACH HOLDBACK LINE TO SHACKLE.

B TAXI PLANE FORWARD TO TAKE UP SLACK IN HOLDBACK LINE. PRESS QUICK RELEASE FASTENERS AND PULL CATAPULT HOOK DOORS (NO. 17L AND 17R) TO OPEN POSITION. THIS WILL EXTEND CATAPULT HOOKS. ATTACH CATAPULT LINES.

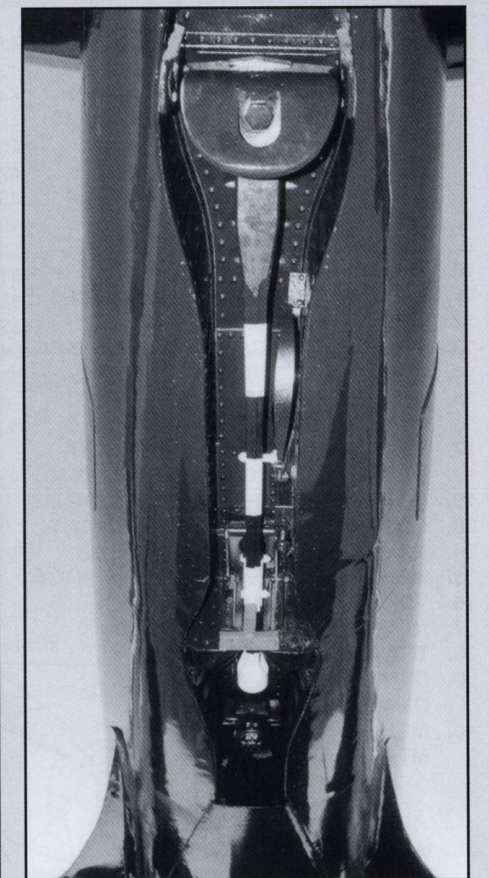
Note

SLIPSTREAM AIR PRESSURE ACTING ON THE CATAPULT GEAR DOORS RETURNS THEM TO THE CLOSED POSITION. THE CATAPULT HOOK DOORS ARE HELD CLOSED BY QUICK RELEASE FASTENERS AND THE CATAPULT HOOKS ARE HELD UP BY SPRINGS. THE HOLDBACK SHACKLE AND DOOR ARE HELD UP BY AN OVERCENTER SPRING.

ARRESTING GEAR INSTALLATION



Below, VC-61 F2H-2P lowered tail hook on the USS Essex on 20 June 1952. (USN)



Below, F2H-2 tail hook seen from below. (Ginter)

MK 6 MOD 0 FIRE CONTROL SYSTEM WITH AN/APG-30 RADAR

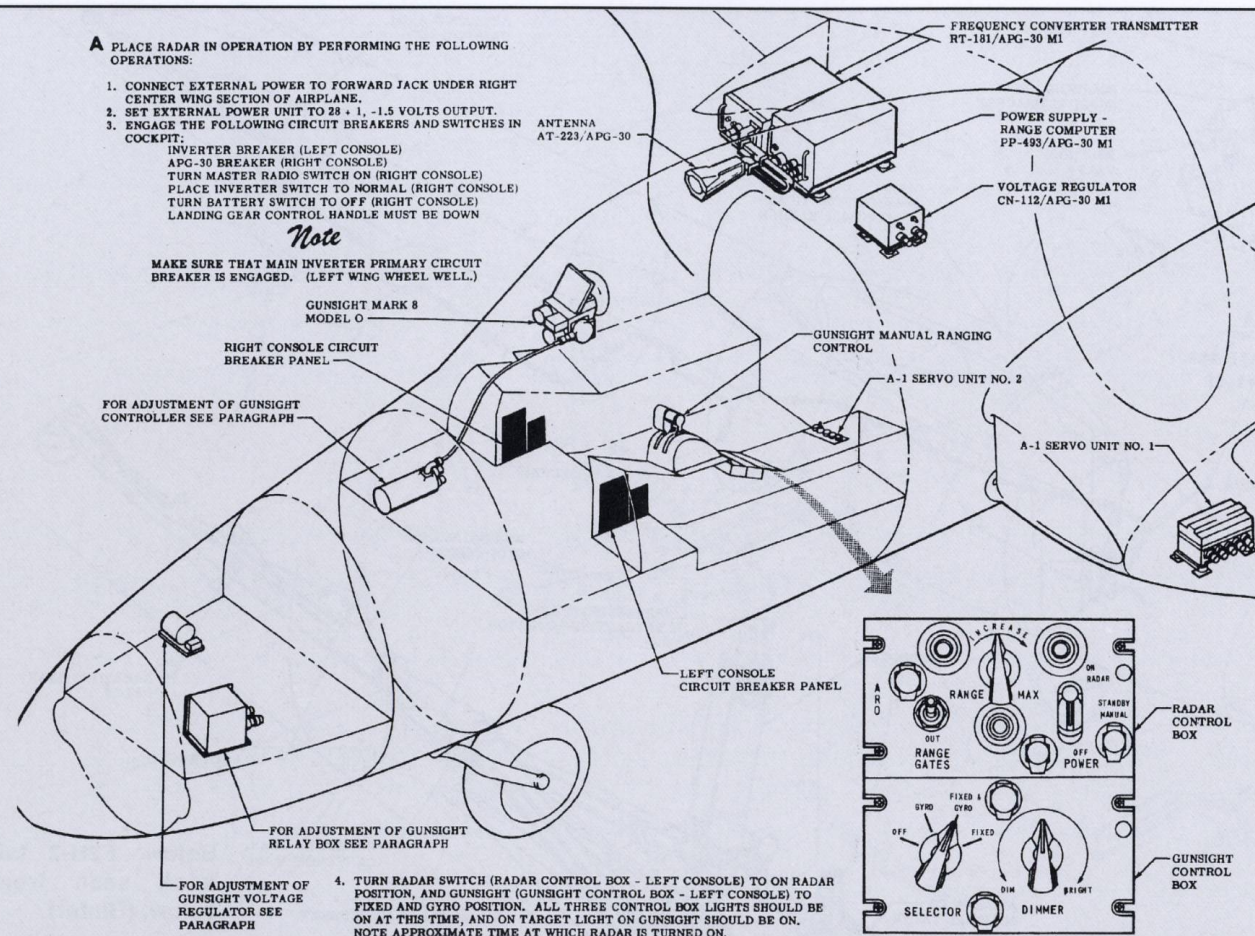
A PLACE RADAR IN OPERATION BY PERFORMING THE FOLLOWING OPERATIONS:

1. CONNECT EXTERNAL POWER TO FORWARD JACK UNDER RIGHT CENTER WING SECTION OF AIRPLANE.
2. SET EXTERNAL POWER UNIT TO 28 ± 1, -1.5 VOLTS OUTPUT.
3. ENGAGE THE FOLLOWING CIRCUIT BREAKERS AND SWITCHES IN COCKPIT:

INVERTER BREAKER (LEFT CONSOLE)
APG-30 BREAKER (RIGHT CONSOLE)
TURN MASTER RADIO SWITCH ON (RIGHT CONSOLE)
PLACE INVERTER SWITCH TO NORMAL (RIGHT CONSOLE)
TURN BATTERY SWITCH TO OFF (RIGHT CONSOLE)
LANDING GEAR CONTROL HANDLE MUST BE DOWN

Note

MAKE SURE THAT MAIN INVERTER PRIMARY CIRCUIT BREAKER IS ENGAGED. (LEFT WING WHEEL WELL.)

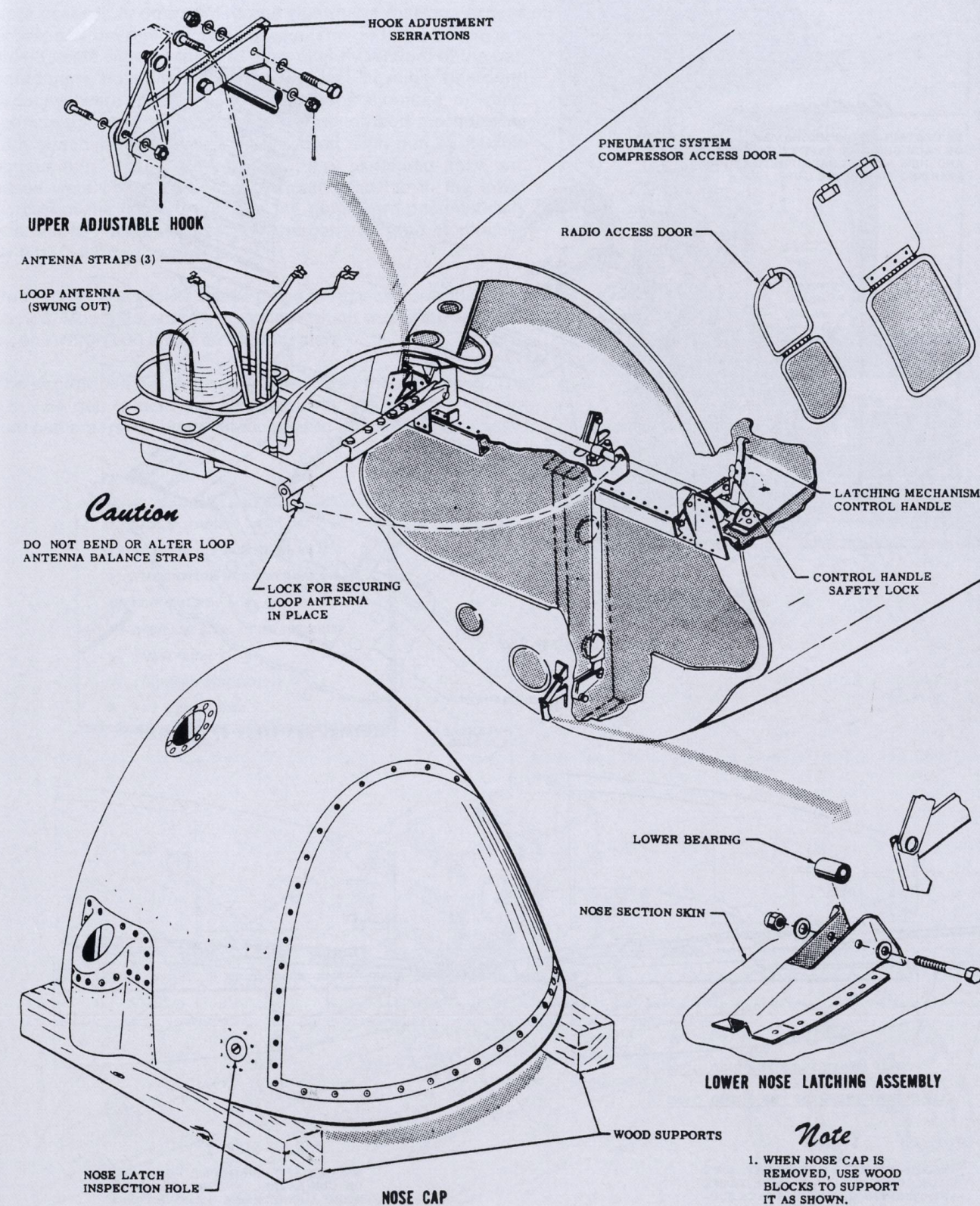


4. TURN RADAR SWITCH (RADAR CONTROL BOX - LEFT CONSOLE) TO ON RADAR POSITION, AND GUNSIGHT (GUNSIGHT CONTROL BOX - LEFT CONSOLE) TO FIXED AND CYRO POSITION. ALL THREE CONTROL BOX LIGHTS SHOULD BE ON AT THIS TIME, AND ON TARGET LIGHT ON GUNSIGHT SHOULD BE ON. NOTE APPROXIMATE TIME AT WHICH RADAR IS TURNED ON.

1. SERVO AMPLIFIER AM-203/ARA-19
2. LOOP ANTENNA AS-313/ARN-6
3. COMPASS RECEIVER R-101/ARN-6
4. TUNING MOTOR DRIVE PD-5/ARA-19
5. MOUNTING BASE MT-274/ARN-6
6. IMPACT SWITCH SA-3/A
7. IFF TRANS-RECEIVER RT-82/APX-6
8. MOUNTING BASE MT-362A/A
9. GUNSIGHT CONTROLLER AERO-2C
10. ALTIMETER INDICATOR ID-14A/APN-1
11. COMPASS INDICATOR ID-90A/ARN-6
12. AUD. O-PUT RES. ASS. 15-87193-1
13. TRACKING INDICATOR ID-275/APG-30
14. ANTENNA AT-223/APG-30
15. ANT. SUPP. BASE AB-171/APG-30
16. WAVE GUIDE BN-616 AIRTRON
17. DIRECTIONAL COUPLER CU-217/U
18. RADAR FREQ.-CONV. RT-181/APG-30
19. MOUNTING BASE MT-707/APG-30
20. COMPASS CANOPY ATN. 15-87064-1
34. RANGE CPU PWR. PP-493/APG-30
35. MOUNTING BASE MT-739/U
36. VOLTAGE REG. CN-112/APG-30
37. MOUNT. BASE MT-708/APG-30
38. TRANS-REC. RT-18/ARC-1
39. DYNAMOTOR DY-9B/ARC-1
40. MOUNTING BASE MT-230A/ARC
41. NAV. TRANS.-RECEIVER R-4A/ARR-2
42. MOUNTING RACK MT-7/ARR-2
43. MOUNTING BASE MT-5/ARR-2
44. ADAPTER C-37/ARR-2A
45. DYNAMOTOR DY-2B/ARR-2
46. ANTENNA FILTER F-65/A
47. BROAD BAND ANTENNA 15-87041
48. ALTIMETER TRANS.-REC. RT-7/APN-1
49. MOUNTING BASE MT-14A/APN-1
50. CAPACITOR 206841 MALLORY
51. RADAR RANGE SERVO AERO 1A UNIT NO. 1
52. MOUNTING BASE MT-S-1
53. ALT. ANTENNA RECEIVING AS-333/AP (MOD.)
54. IFF ANTENNA AS-133/APX
55. ALT. ANT. AS-333/AP

RADIO AND RADAR EQUIPMENT

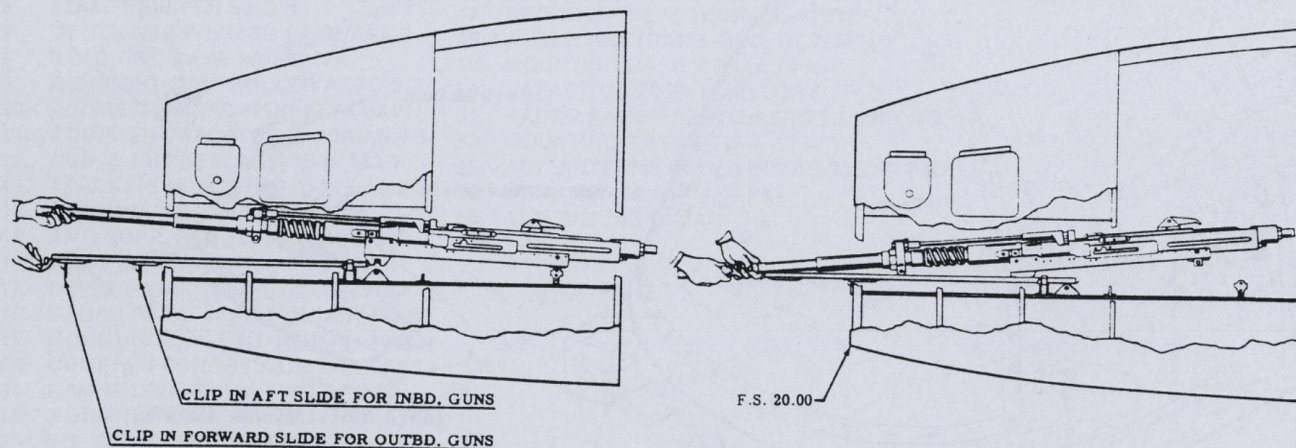
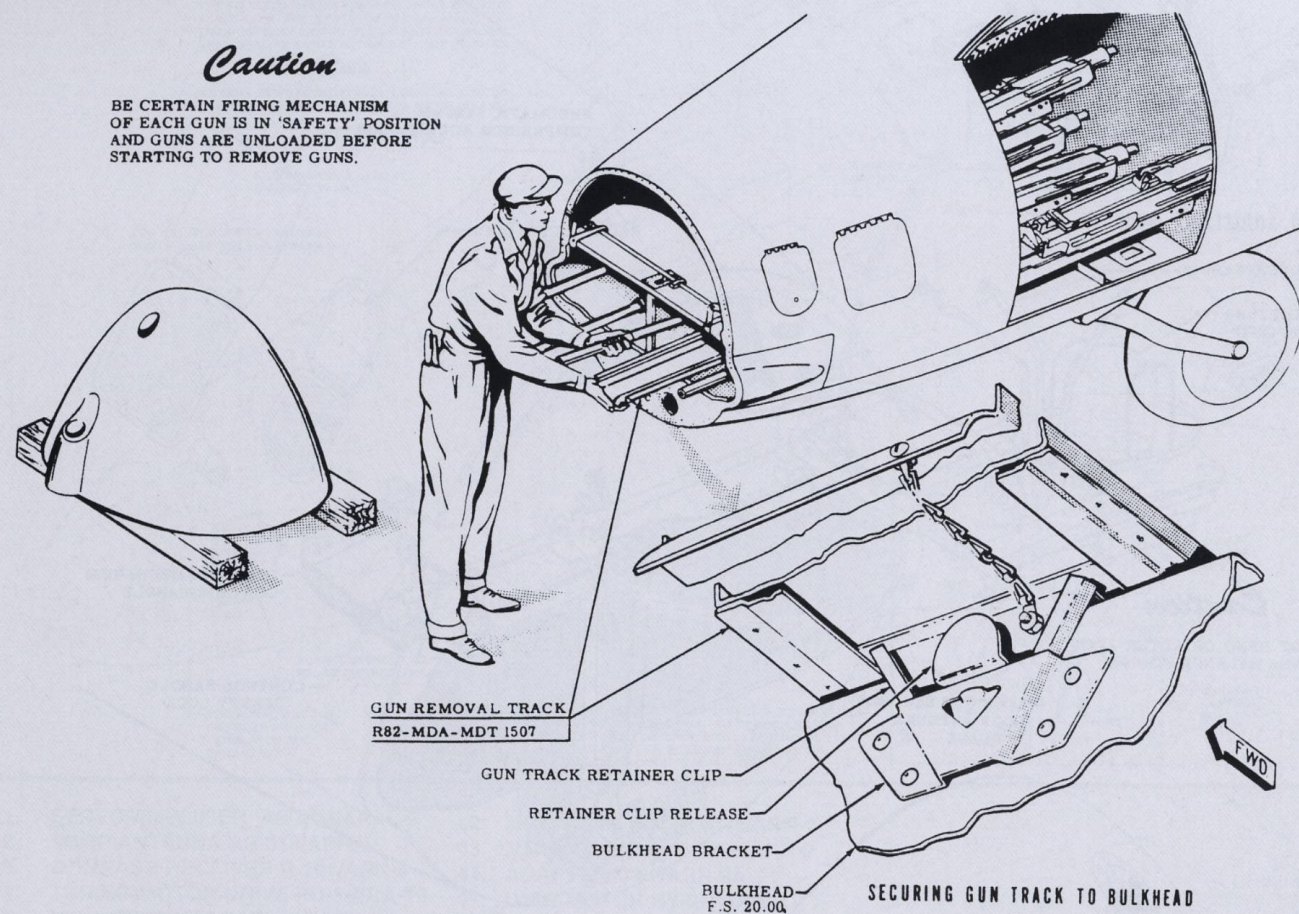
F2H-2/2B GUN NOSE EQUIPMENT



- Note**
1. WHEN NOSE CAP IS REMOVED, USE WOOD BLOCKS TO SUPPORT IT AS SHOWN.

Caution

BE CERTAIN FIRING MECHANISM OF EACH GUN IS IN 'SAFETY' POSITION AND GUNS ARE UNLOADED BEFORE STARTING TO REMOVE GUNS.



STEP 1

UNLOCK FORWARD GUN MOUNT, LIFT UP ON GUN BARREL, AND SLIDE TRACK AFT THROUGH GUIDES ON TRACK SUPPORT. LOCK TRACK IN PLACE BY PLACING TRACK CLIP IN FITTING ON FORWARD BULKHEAD.

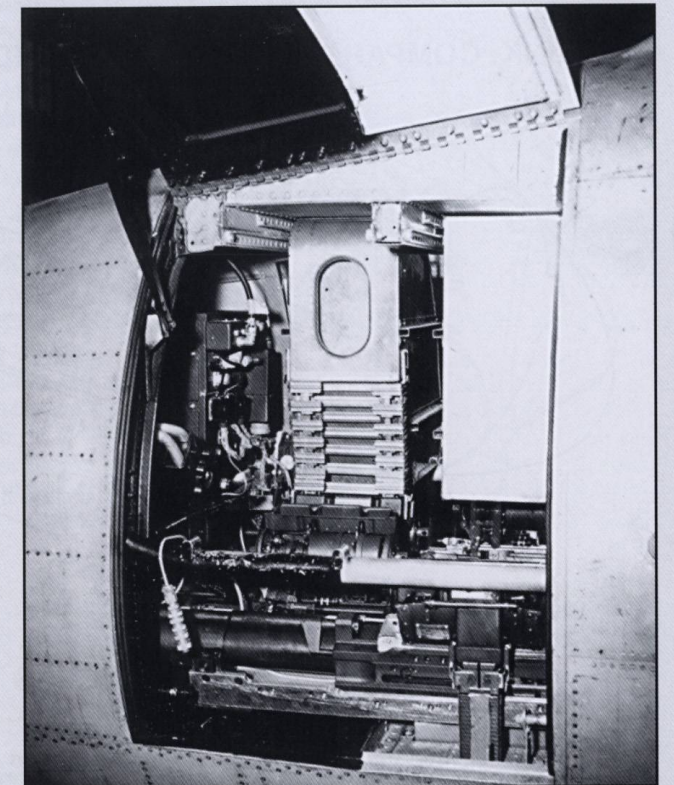
STEP 2

UNLOCK AFT GUN MOUNT, PUSH DOWN ON GUN BARREL, AND PULL GUN FORWARD ALONG TRACK. REMOVE TRACK AND REPEAT STEPS 1 AND 2 FOR REMAINING GUNS.

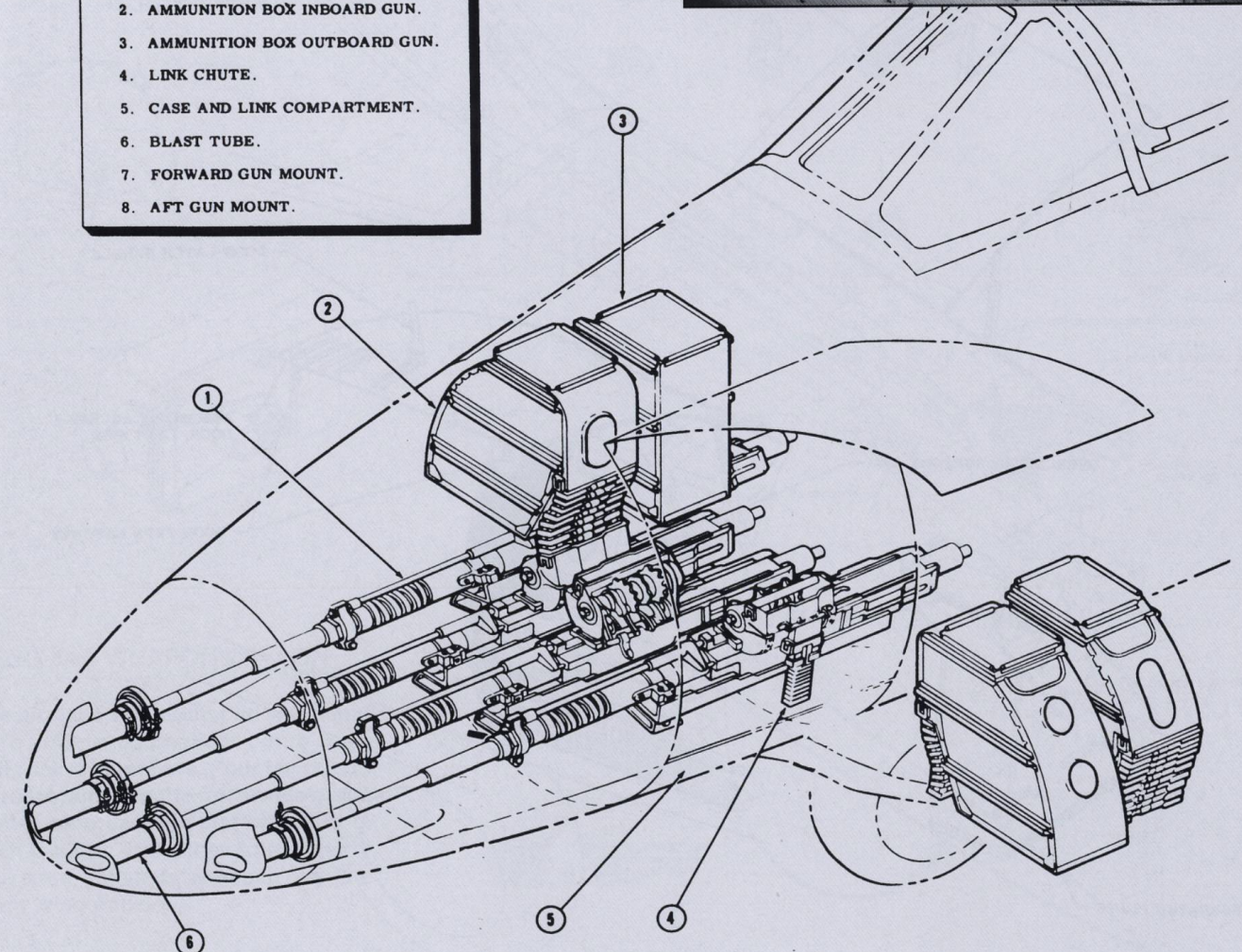
The F2H-2/2B was equipped with four fixed, type M3, 20mm guns. The guns were installed in the forward fuselage and were accessible through left and right-hand fuselage access doors, and the removable nose gap. The guns were mounted side-by-side with the inboard guns slightly forward of the outboard guns. Four ammunition boxes, each having a 150-round capacity, were installed above the guns mounted on rails. Ammunition was transported to the guns' feed mechanisms with attached feed heaters mounted on each gun by flexible ammunition chutes. During gun firing, expended links and cases were collected in compartments located in the lower portion of the forward fuselage. All guns were pneumatically charged by individual Aero-7A charges and fired electrically by type T-2 firing solenoids.

Gun, bomb, and rocket sighting and firing was controlled by a Mark 6, Model 0 fire control system which was supplemented by an AN/APG-30 airborne radar system.

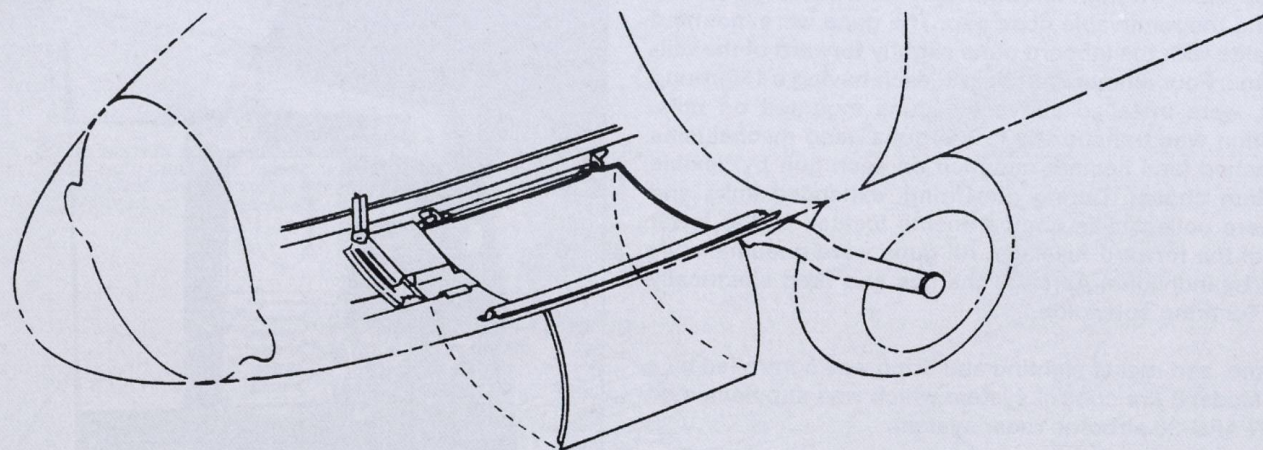
The aircraft had a gun camera installed in the right wing. The AN-N-6A gun camera was an electrically operated motion picture camera using 16mm film loaded in its magazine.



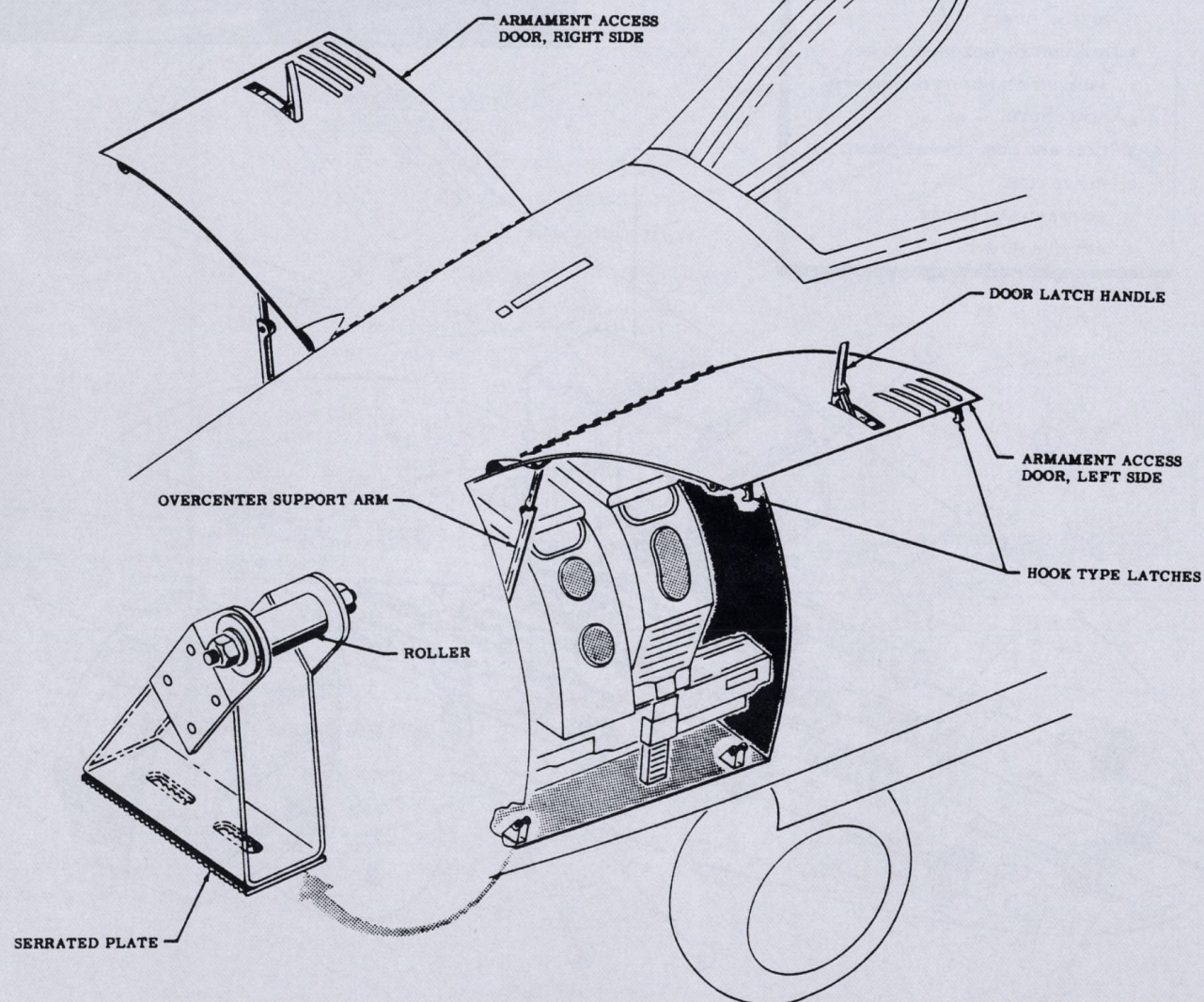
1. 20 M. M. GUNS.
2. AMMUNITION BOX INBOARD GUN.
3. AMMUNITION BOX OUTBOARD GUN.
4. LINK CHUTE.
5. CASE AND LINK COMPARTMENT.
6. BLAST TUBE.
7. FORWARD GUN MOUNT.
8. AFT GUN MOUNT.



LINK COMPARTMENT ACCESS DOOR

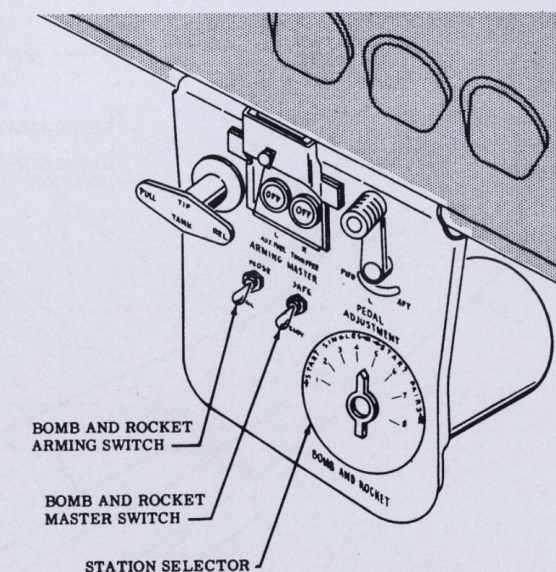


GUN ACCESS DOORS

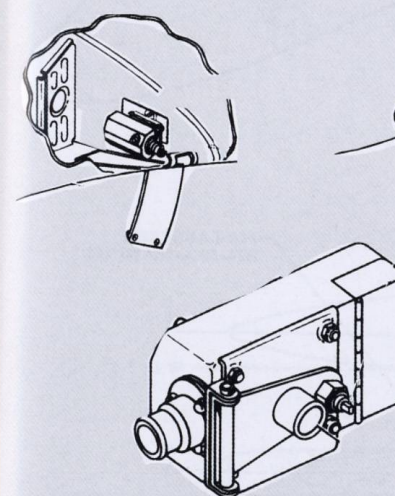


All weapons controls with the exception of the master switch, which was located on the main instrument panel, were mounted on a small panel adjacent to the rudder pedal adjustment control. The panel contained the bomb and rocket master switch with SAFE and READY positions, the arming switch with NOSE AND TAIL, TAIL, and SAFE positions, and the Mark 2, Model 0 station selector. The bomb and rocket release switch or TRIGGER was mounted on the control stick.

Bombs and rockets were armed and fired by electrical control only. The gun master switch was set to ON position and the bomb and rocket master switch to the READY position. The number of bombs to be dropped or rockets to be fired was controlled by the selector switch. The bomb or rockets were set for impact burst by placing the arming switch to NOSE AND TAIL and for delayed burst by placing the arming switch to TAIL arming. When the arming switch was in the SAFE position, the bomb fuses were not armed, but the tail fuse on the rockets were always armed regardless of the position of the arming switch. The bombs were released and rockets fired by pressing the bomb/rocket release switch trigger on the control stick.

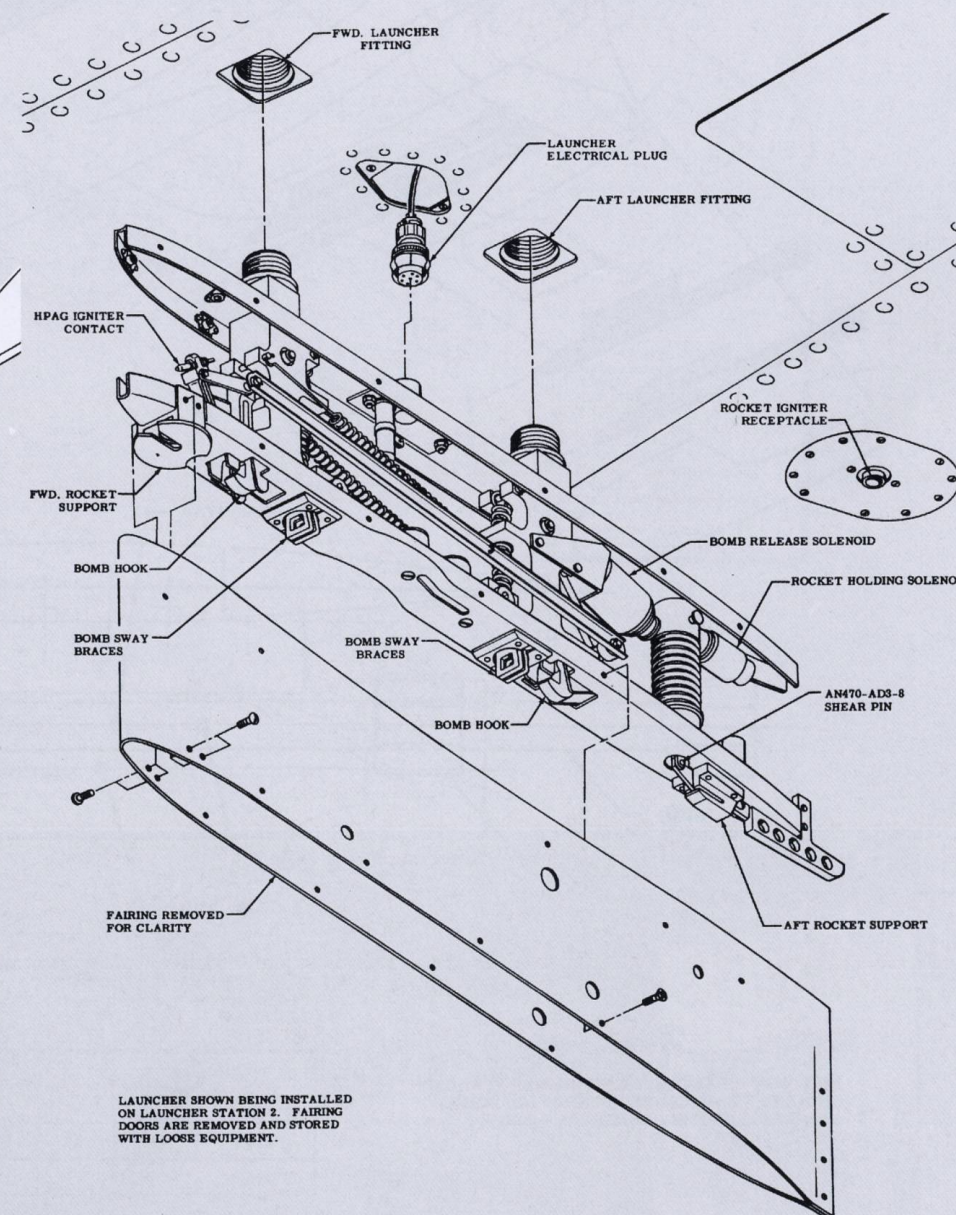


GUN CAMERA

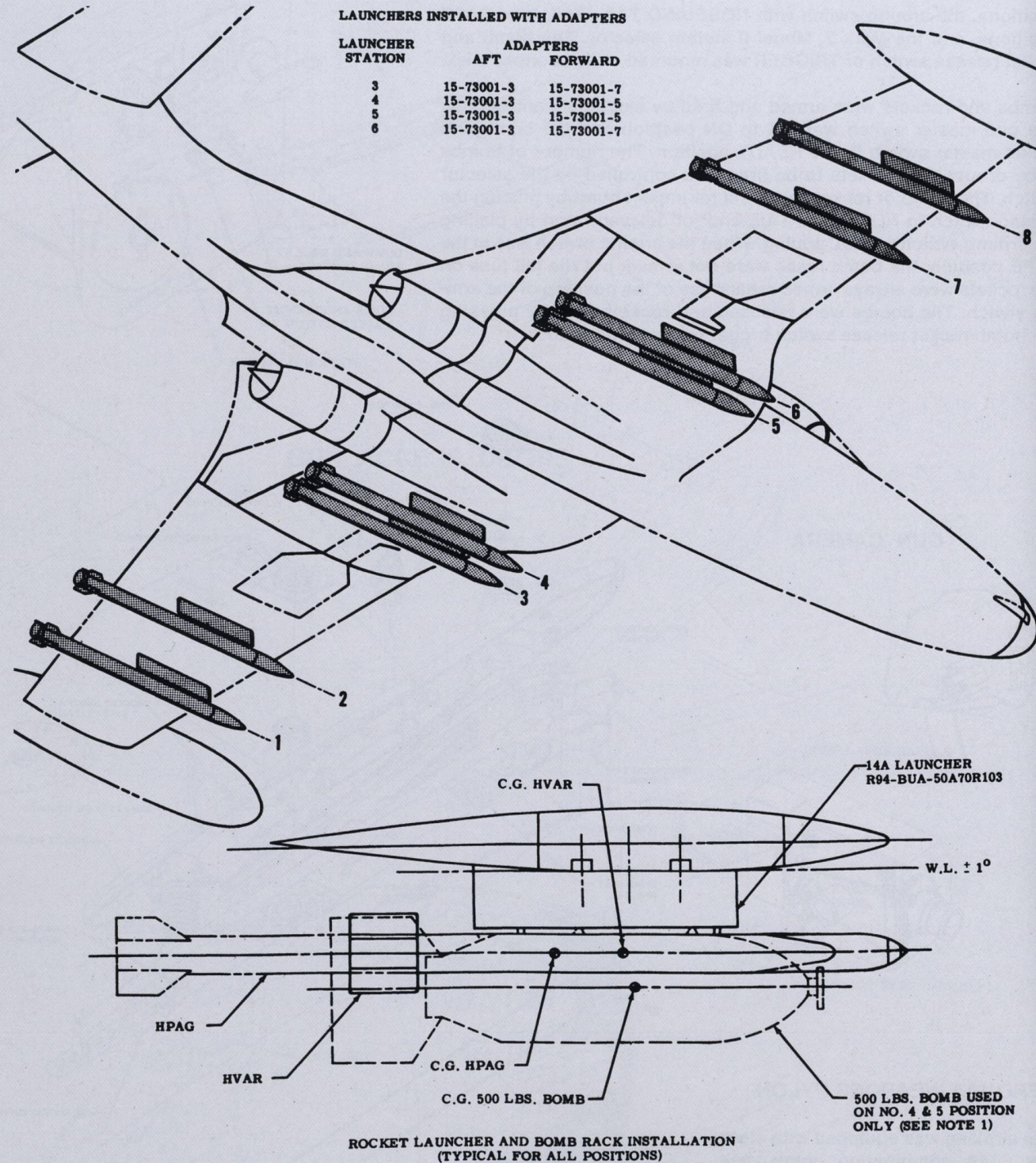


AERO 14A WEAPONS PYLON

The airplane was equipped with eight Aero 14A combination bomb rack and rocket launchers. Four launchers were installed on the underside of the center wing section, just outboard of each engine. The other four launchers were located two-each on the outer wing panels.



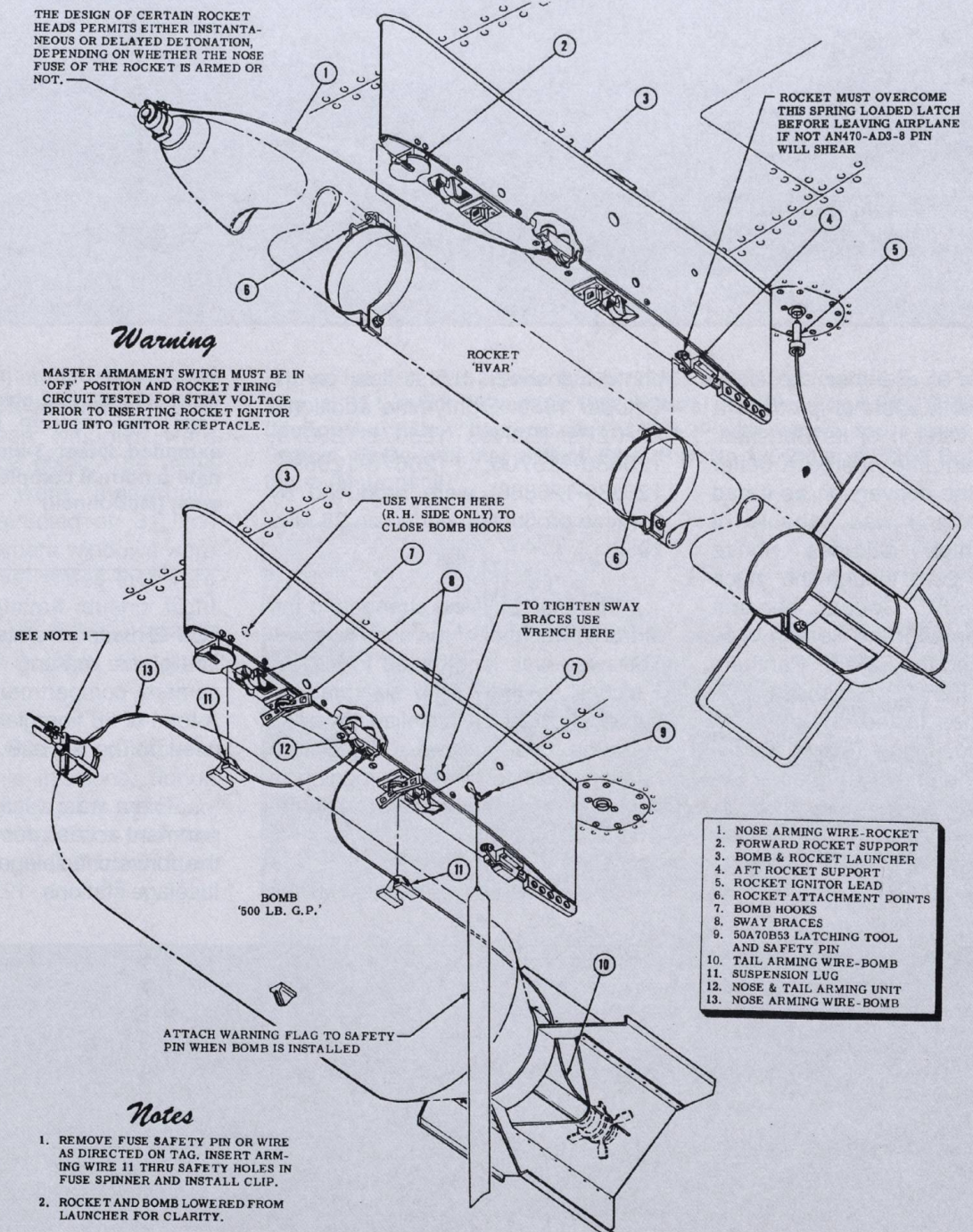
LAUNCHER SHOWN BEING INSTALLED ON LAUNCHER STATION 2. FAIRING DOORS ARE REMOVED AND STORED WITH LOOSE EQUIPMENT.



Note

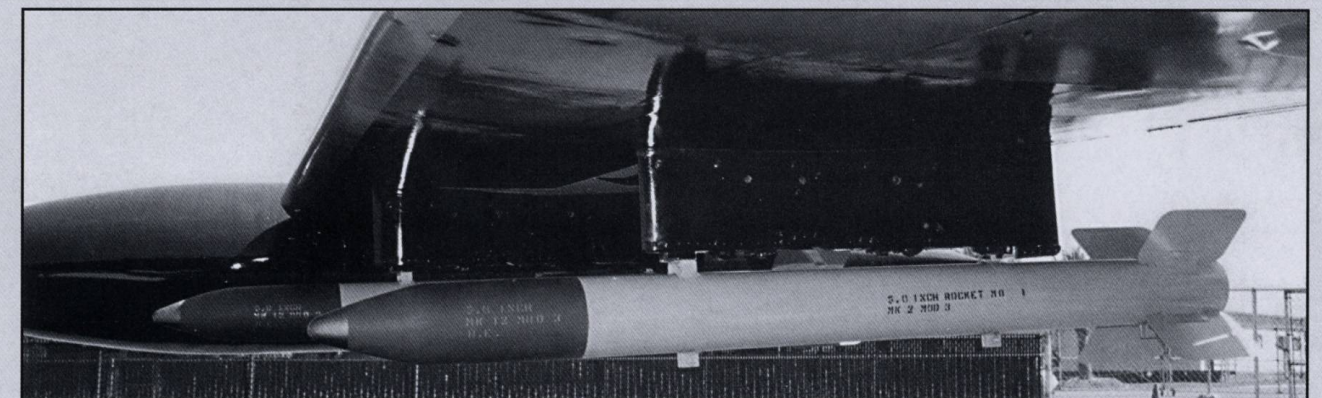
NO BOMBS OR ROCKETS SHOULD BE INSTALLED ON 3 AND 6 LAUNCHERS WHEN 500 LB. BOMBS ARE INSTALLED ON LAUNCHERS 4 AND 5.

LOCATION (STATION)	ROCKETS		100# BOMBS	250# BOMBS	500# BOMBS
	HVAR	HPAG			
4 and 5	x	x	x	x	x
3 and 6	x	x	x	x	
2 and 7	x	x	x		
1 and 8	x	x	x		

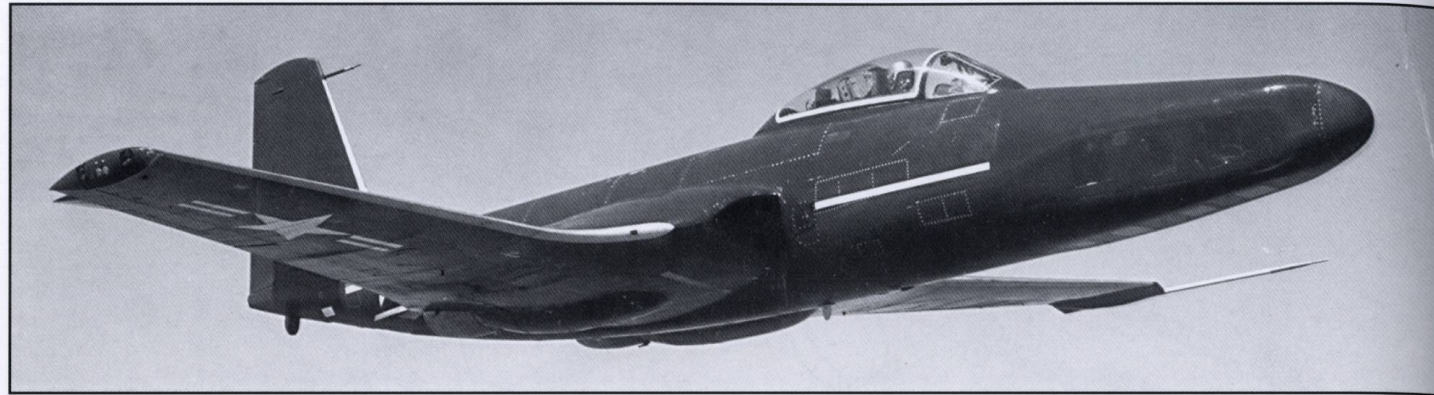


Notes

1. REMOVE FUSE SAFETY PIN OR WIRE AS DIRECTED ON TAG. INSERT ARMING WIRE 11 THRU SAFETY HOLES IN FUSE SPINNER AND INSTALL CLIP.
2. ROCKET AND BOMB LOWERED FROM LAUNCHER FOR CLARITY.



McDONNELL F2H-2P PHOTO BANSHEE



Like the F9F Panther, the Navy requested that McDonnell produce a photo-recon version of its Banshee. The F2H-2 airframe offered a better platform for the conversion as it had better range and was capable of extremely high altitudes above 50,000 feet. Even though the much faster F9F-6/8P Cougar became available soon after the Korean War, it only replaced the F9F-5P Panthers and not the F2H-2P Banshees. The Photo Banshee lasted until 1960 in active service, being retired only a year before the photo Cougars.

The prototype F2H-2P was created by converting the 184th Banshee, F2H-2 BuNo 123366, into the first

photo Banshee. It first flew on 12 October 1950. Eighty-nine additional F2H-2Ps (BuNos 125072-125079, 125680-125706, 126673-126695, 126886-126886) were produced by the time production ended on 28 May 1952.

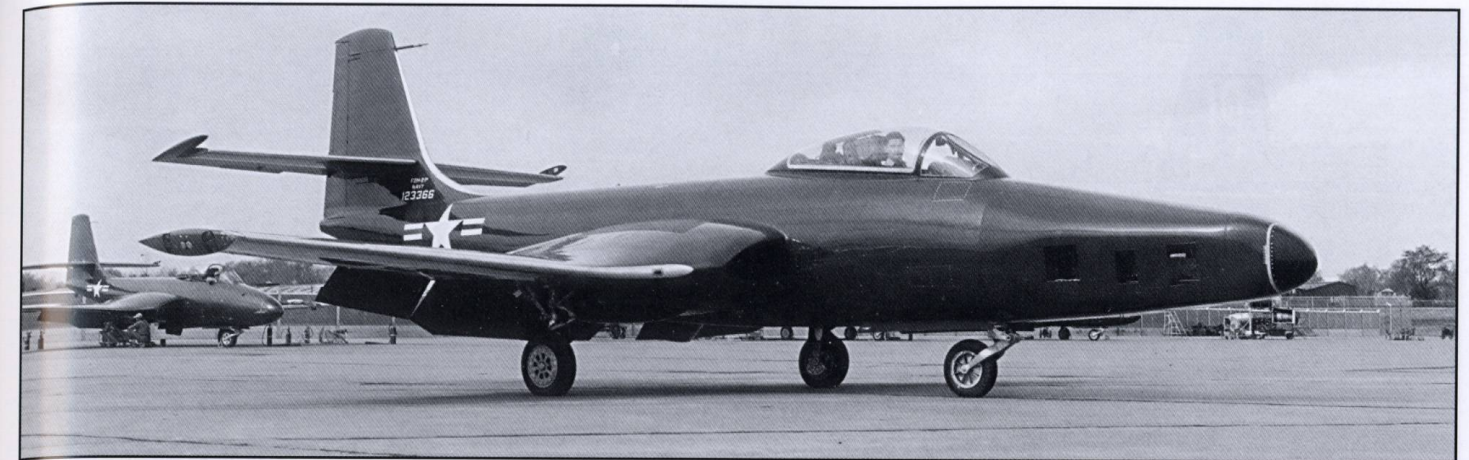
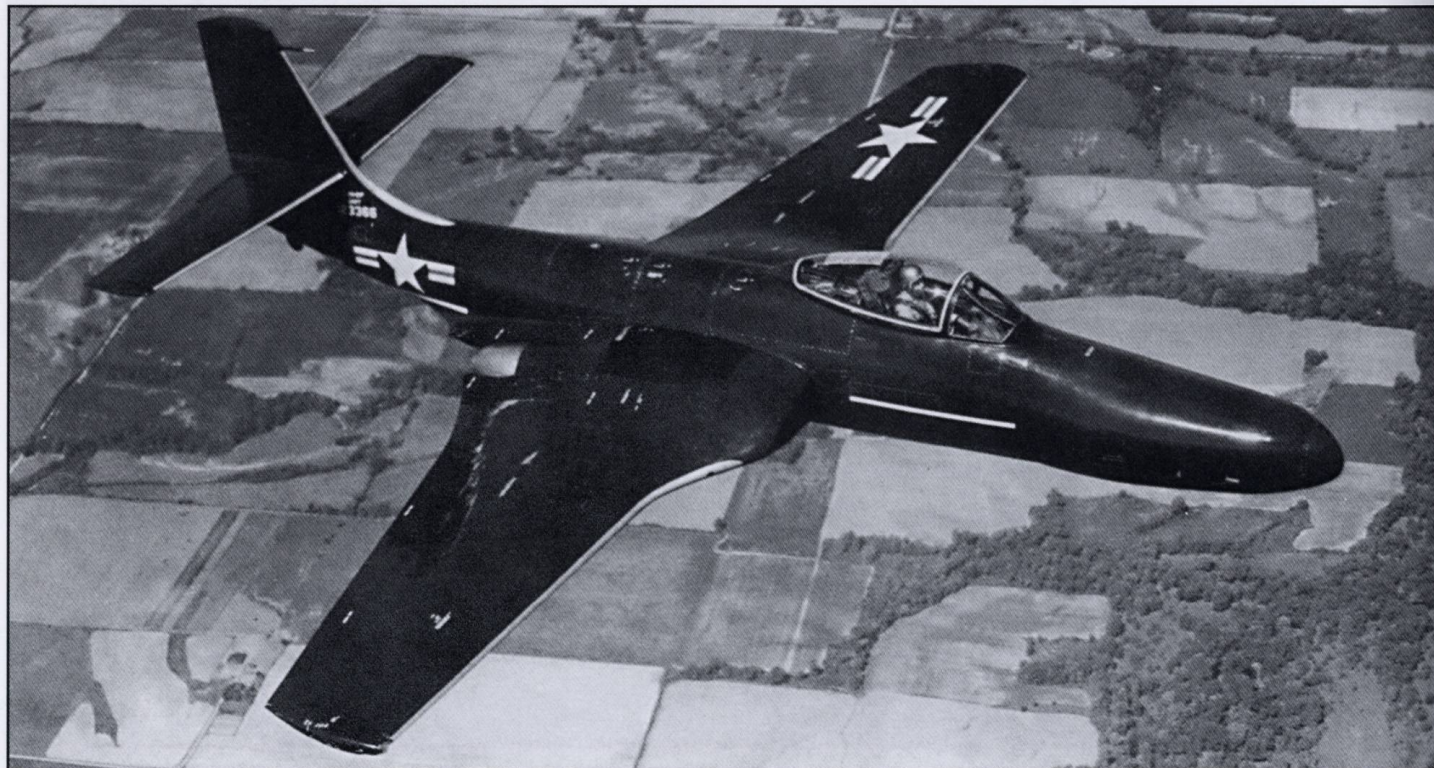
The only physical changes to the airframe was that of the camera nose. The nose was lengthened to 42-feet 5-inches so that up to six rotatable cameras could be installed. In addition, the cameras were fitted with heating units to minimize fogging in cold or humid climates or at extremely high altitudes.

The camera nose section of the

Above and below, prototype F2H-2P BuNo 123368 in flight on 16 November 1951. The F2H-2P had a its nose extended 2-feet 3-inches to accommodate a normal complement of six cameras. (McDonnell)

F2H-2P was insulated with one inch fiberglass matting to help control camera compartment temperatures. A total of 56 fiberglass blankets were used on the F2H-2P.

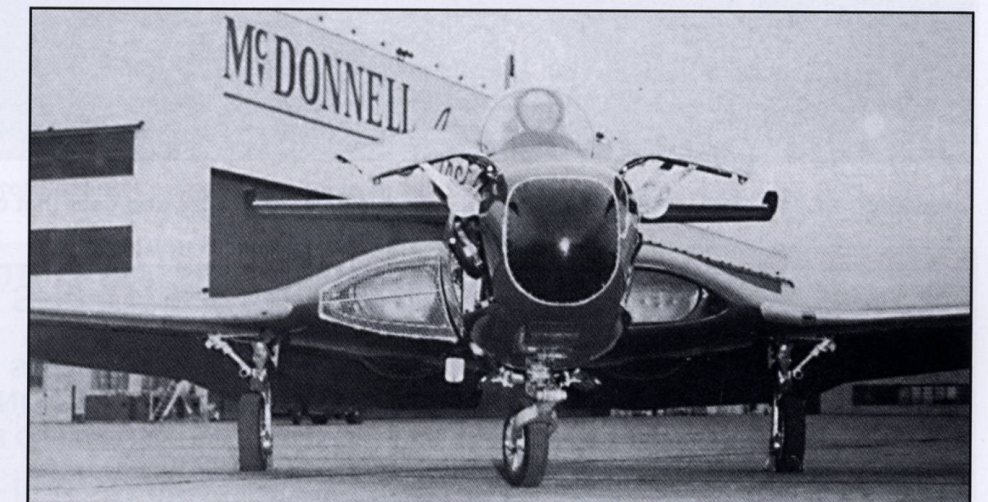
There was a large camera compartment access door on each side of the forward fuselage extending from fuselage stations -12.00 to 78.00. The



doors swung out and up to open and had three camera windows fitted in each door. These windows were made of .38 thick glass. The three belly windows were individually hinged and constructed of .31 inch thick glass. All camera windows were provided with cover plates that were stored in the aircraft during flight operations. The nose cap on the F2H-2P was hinged on the right side of the aircraft.

The F2H-2P was also capable of night photographic missions, during which two photo flash pods were carried under each wing. Each pod was equipped with twenty flash cartridges.

Above, the first F2H-2P was BuNo 123366 a F2H-2 converted as an test prototype seen at St. Louis in November 1950. Natural metal leading edges and landing gear. (McDonnell) Below, head-on view of F2H-2P with camera doors open. (McDonnell) Bottom, McDonnell test articles F2H-2P BuNo 125690 and F2H-3 BuNo 126292 in flight. (McDonnell)





Above, VC-61 F2H-2P BuNo 125078 displays possible cameras, racks and gear that could be installed in its nose. (USN)

CAMERA INSTALLATIONS

BAY	CAMERA	MAGAZINE	POSITIONS
STRIKE CAMERA INSTALLATION			
NOSE*	P-2 STRIKE		FORWARD FIRING
GENERAL RECONNAISSANCE INSTALLATIONS			
FORWARD*	K-17C 6"	A-5A or A-9B	3° & 15° L/R DEPRESSION & VERTICAL
MIDDLE	K-17C 6" or 12"	A-5A or A-9B	SAME
AFT	K-17C 12" or 24"	A-5A or A-9B	SAME
or	K-38 24"	A-8B	SAME
or	K-38 36"	A-8B	VERTICAL ONLY
MAPPING RECONNAISSANCE INSTALLATION, TRIMETROGEN CONFIGURATION			
FORWARD*	K-17C 6"	A-5A or A-9B	VERTICAL ONLY
MIDDLE	K-17C 6" or 12"	A-5A or A-9B	VERTICAL ONLY
AFT	TWO K-17C 6"	A-5A or A-9B	1-EACH 60° LEFT and RIGHT
and	K-17C 6" or 12"	A-5A or A-9B	VERTICAL ONLY
IMAGE MOTION COMPENSATION CONFIGURATION 1			
FORWARD*	SCANNER AND SCANNER CONVERTER		
MIDDLE	K-17C 12"	MA-10a	VERTICAL ONLY
AFT	K-17C 12"	MA-10a	25° LEFT or RIGHT
IMAGE MOTION COMPENSATION CONFIGURATION 2			
FORWARD*	D-17C 6"	MA-10a	VERTICAL ONLY
MIDDLE	SCANNER AND SCANNER CONVERTER		
AFT	K-17C 12"	MA-10a	25° LEFT or RIGHT



Above, Aeronautical Standardization Corordinating Committee inspects BuNo 125366 at Anacostia on 16 April 1953. (USN)

IMAGE MOTION COMPENSATION CONFIGURATION 3

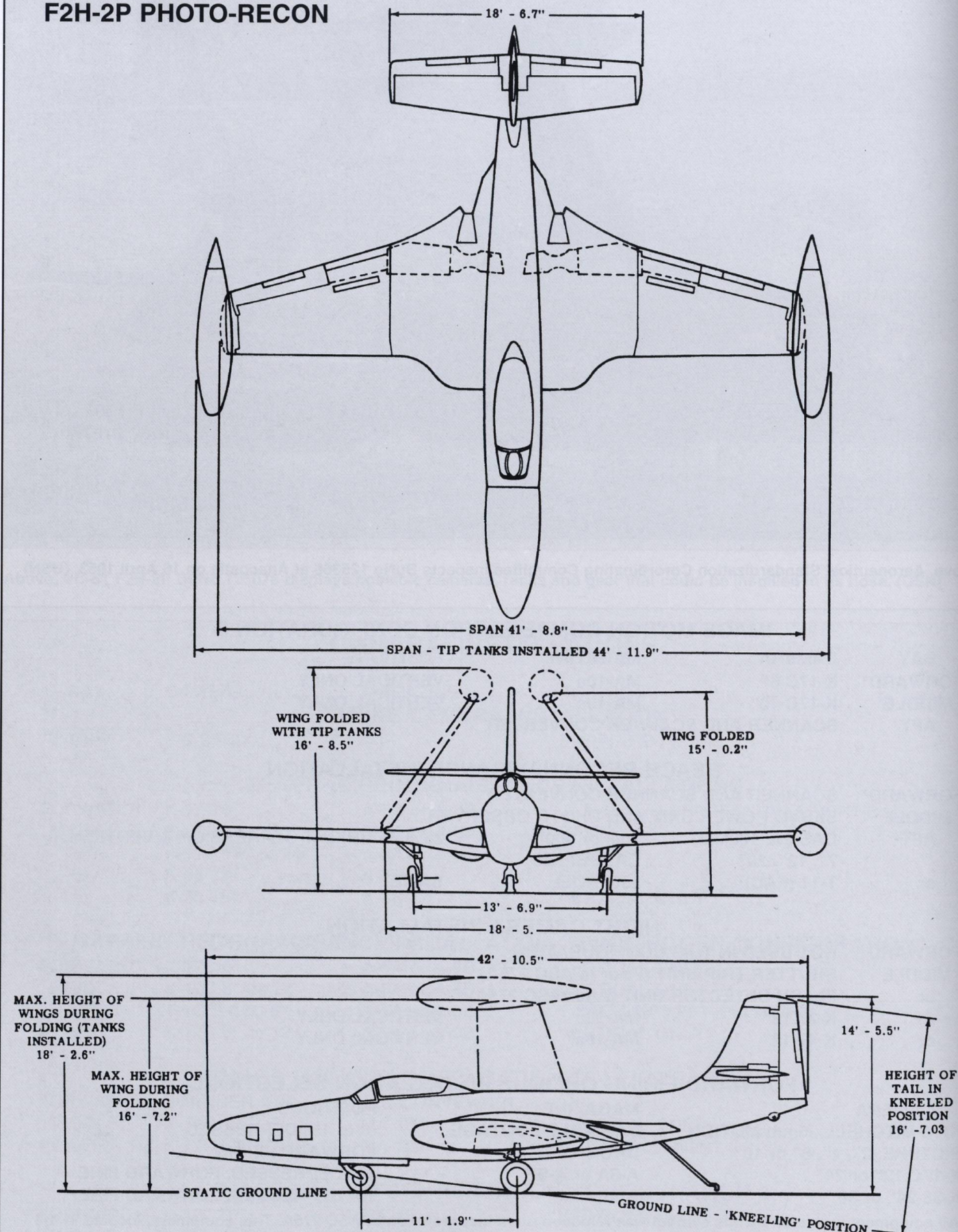
BAY	CAMERA	MAGAZINE	POSITIONS
FORWARD*	K-17C 6"	MA-10a	VERTICAL ONLY
MIDDLE	K-17C 12"	MA-10a	VERTICAL ONLY
AFT	SCANNER AND SCANNER CONVERTER		
BEACH RECONNAISSANCE INSTALLATION			
FORWARD*	SCANNER AND SCANNER CONVERTER		
MIDDLE	SERVO POWER UNIT AND PHOTO OBSERVER		
AFT	CAS-2A, 100MM, 7", 12", 20"	200' or 400' CASSETTES	25° LEFT/RIGHT DEPRESSION & VERTICAL
or	T-11 (FAC)	390' ROLL	SAME
NIGHT CAMERA INSTALLATION			
FORWARD	NOT USED IN THIS CONFIGURATION		
MIDDLE	SHUTTER TRIP UNIT (Prior to ASC 275A)		
or	FLASH DETECTOR UNIT (After ASC 275A)		
AFT	K-37 12"	MA-10a	VERTICAL ONLY
or	K-47 12"	MA-10a	VERTICAL ONLY

FORWARD FIRING OBLIQUE INSTALLATION SELECTIONS

CAMERA	MAGAZINE	POSITIONS
KF-8 MITCHELL 35mm MOTION PICTURE, 2", 4", 6" or 10"	VARIABLE FOOTAGE DRUMS	0° to 15° DEPRESSED FORWARD FIRING
K-17C 12" or 24"	A-5A or A-9B	10° DEPRESSED, FORWARD FIRE
K-38 24" or 36"	A-8B	10° DEPRESSED, FORWARD FIRE

*All equipment indicated by this symbol was removed upon incorporation of ASC 275A. This equipment, located in the forward bay and in the nose cap (P-2 Strike Camera only), is removed to allow installation of the forward firing oblique camera equipment.

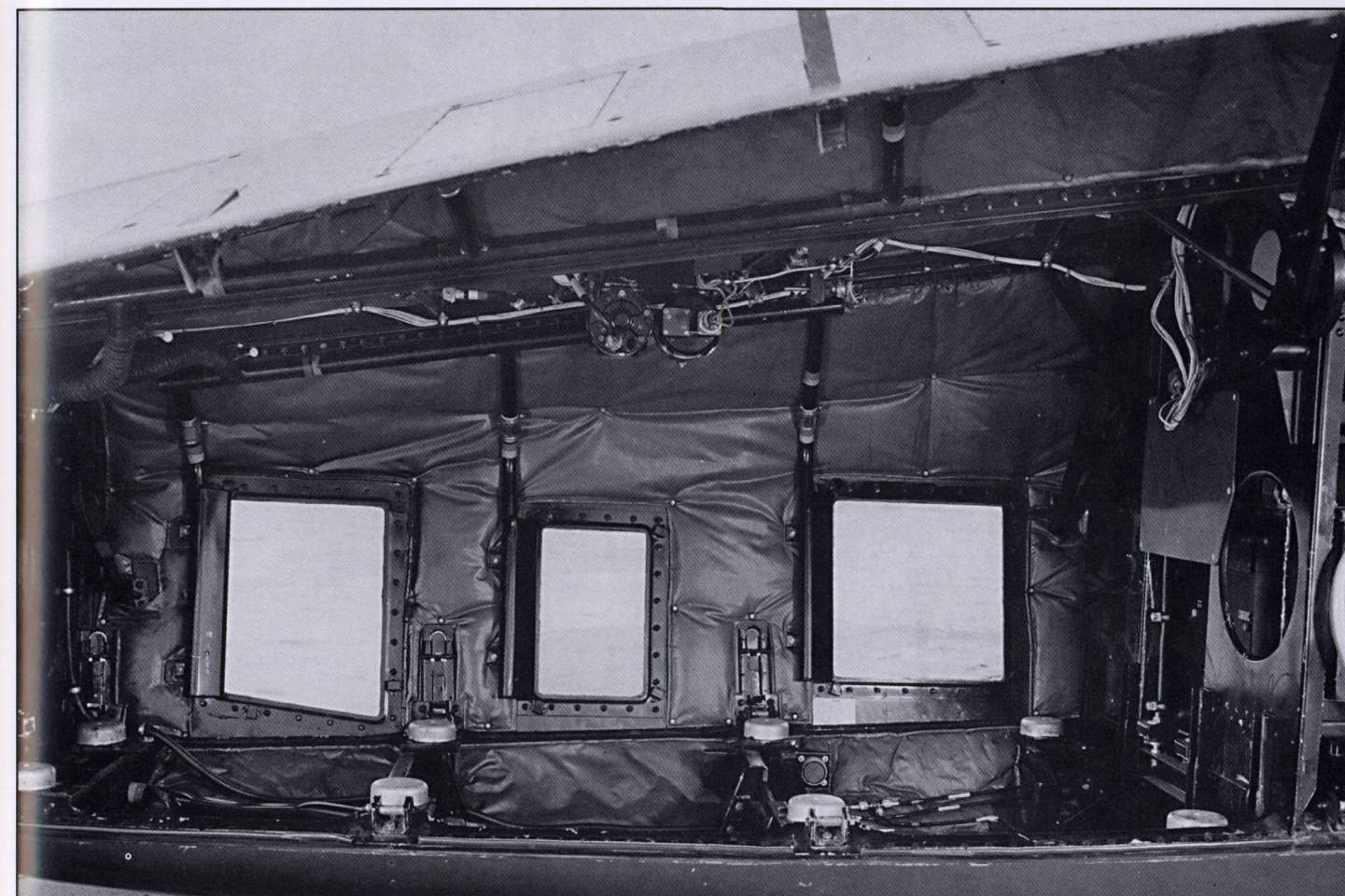
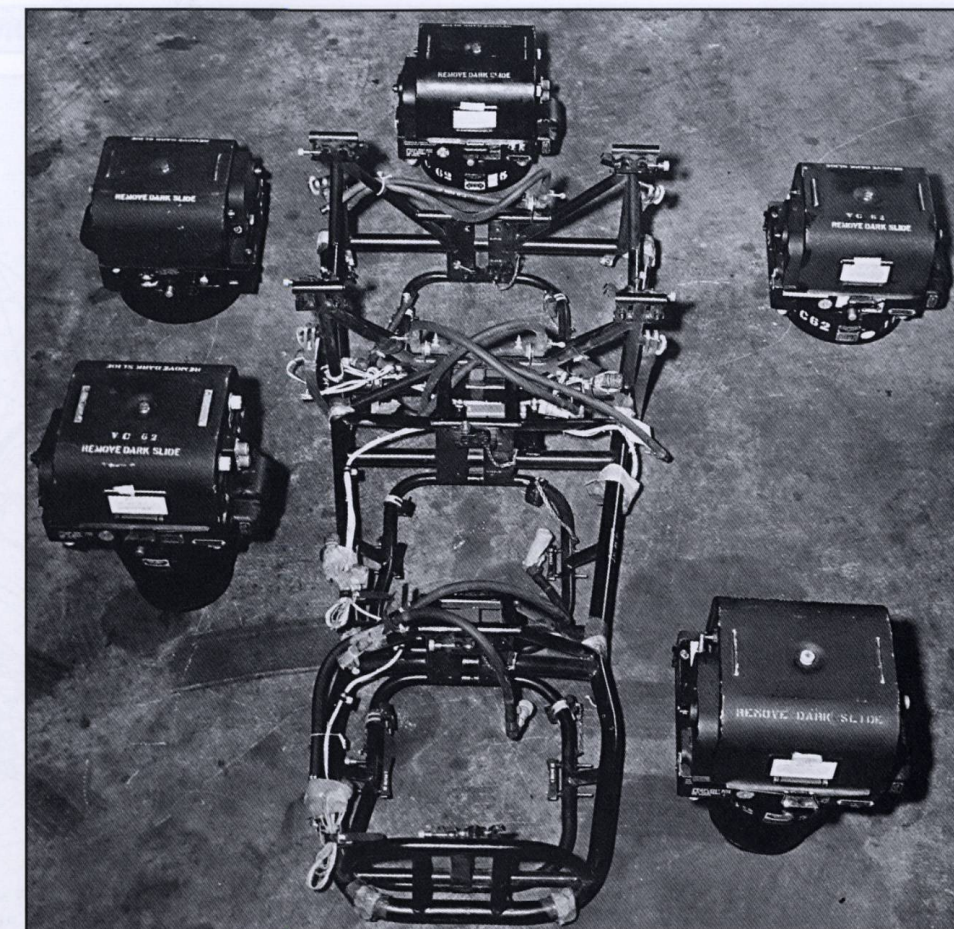
F2H-2P PHOTO-RECON

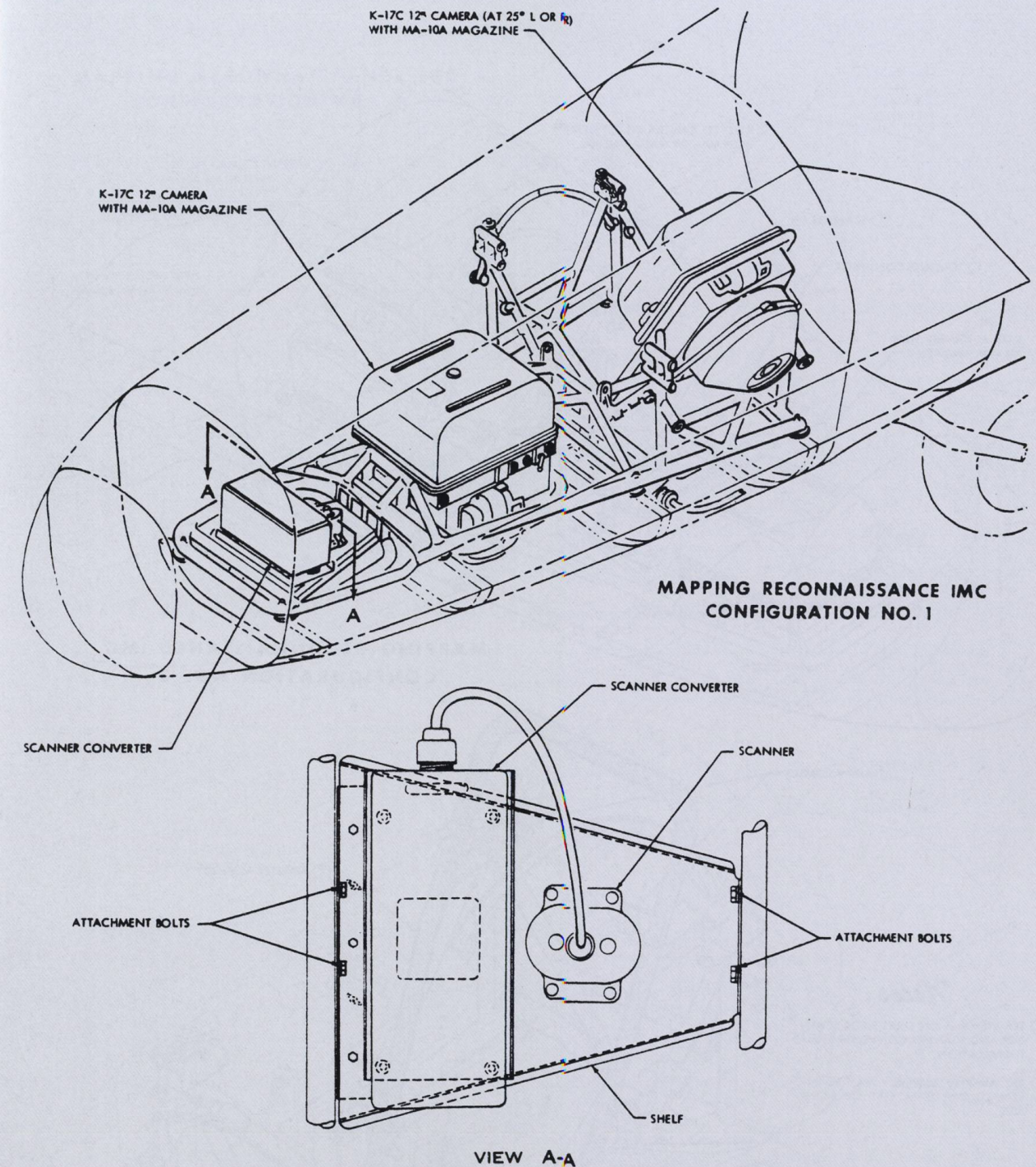
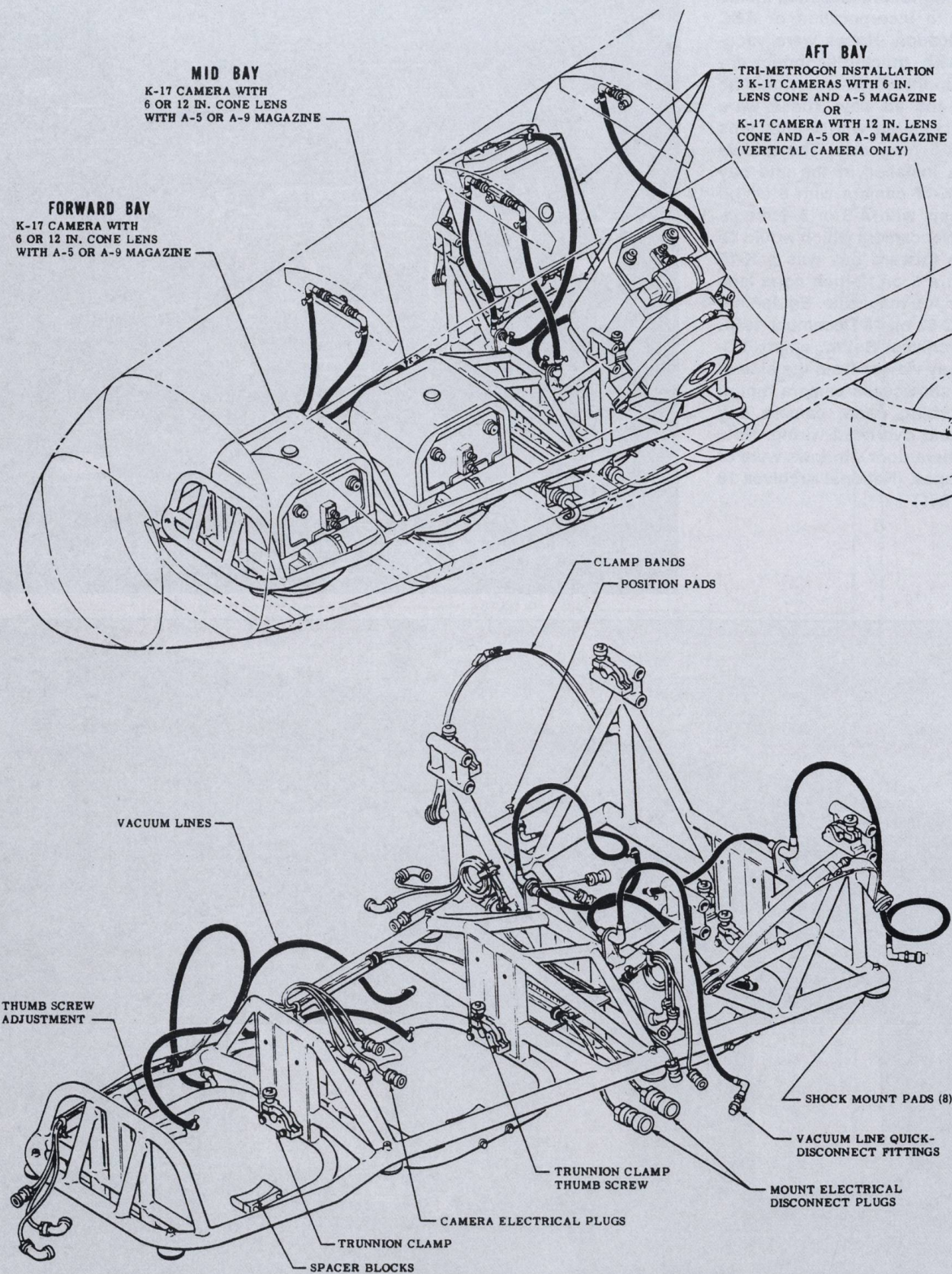


The photo nose added 34-inches to the length of the F2H-2 Banshee.
A detailed description of the F2H-2P including squadron history starts on page 77

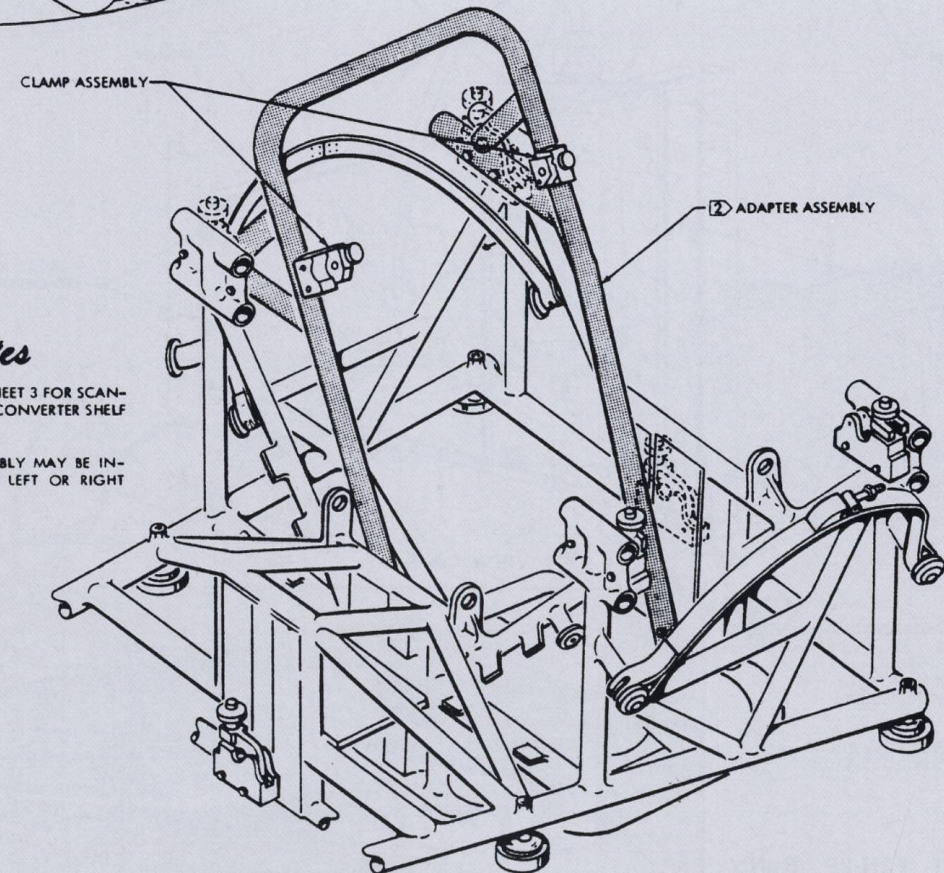
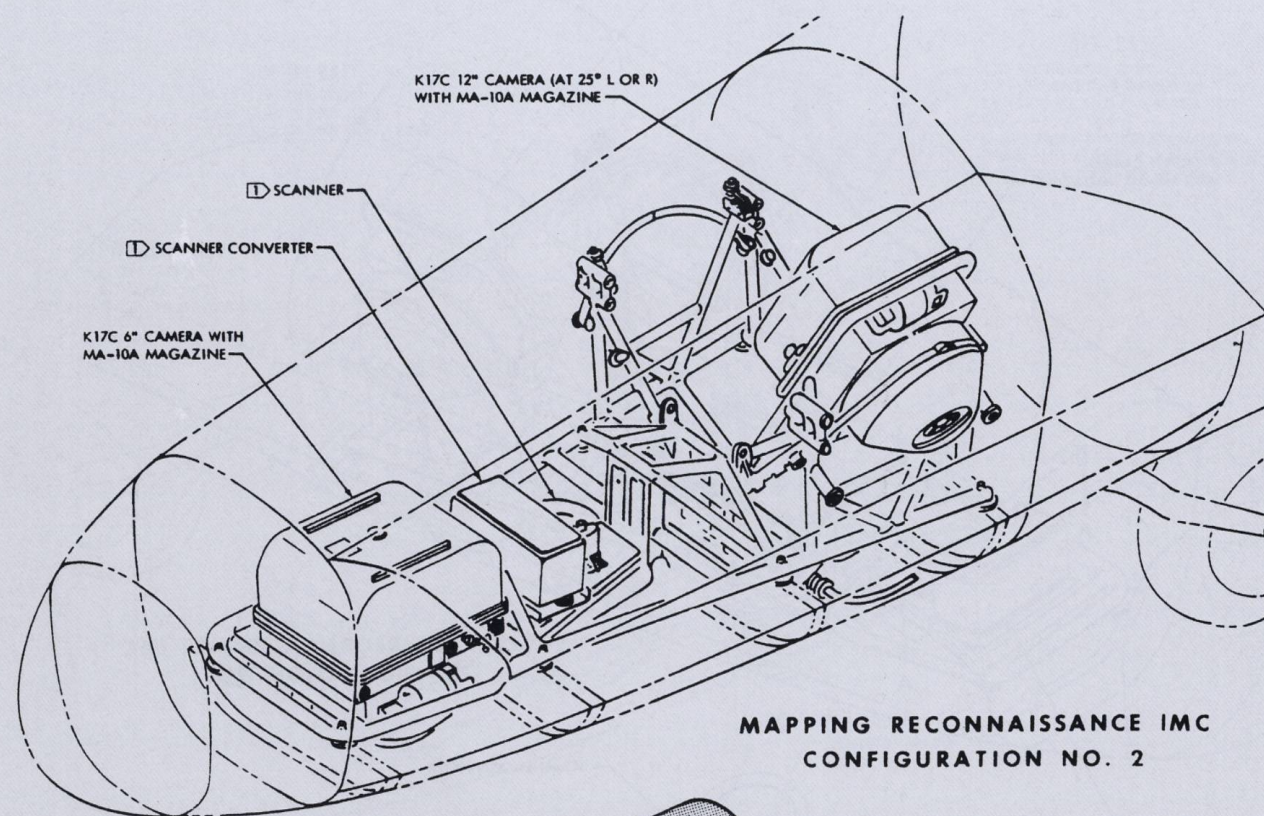
F2H-2P PHOTO BANSHEE

At right, mount assembly for the photo-mapping reconnaissance installation prior to incorporation of ASC 275A modification. Hoses were vacuum lines with quick-disconnect fittings. The top three cameras would be installed in the aft bay. These were three K-17 cameras with 6-inch lens cone and A-5 magazine. The middle camera was installed in the mid bay and was a K-17 camera with 6 or 12-inch cone lens with A-5 or A-9 magazine. The lower camera which would be fitted in the forward bay was a K-17 camera with a 6 or 12-inch cone lens and a A-5 or A-9 magazine. Equipment was from VC-62 on 18 December 1951. (National Archives) Below, empty VC-62 camera bay viewed from the side of the aircraft showcases camera mount shock absorbing pads, camera bay insulation, and overhead wiring. Note all three camera door windows were of different shapes.





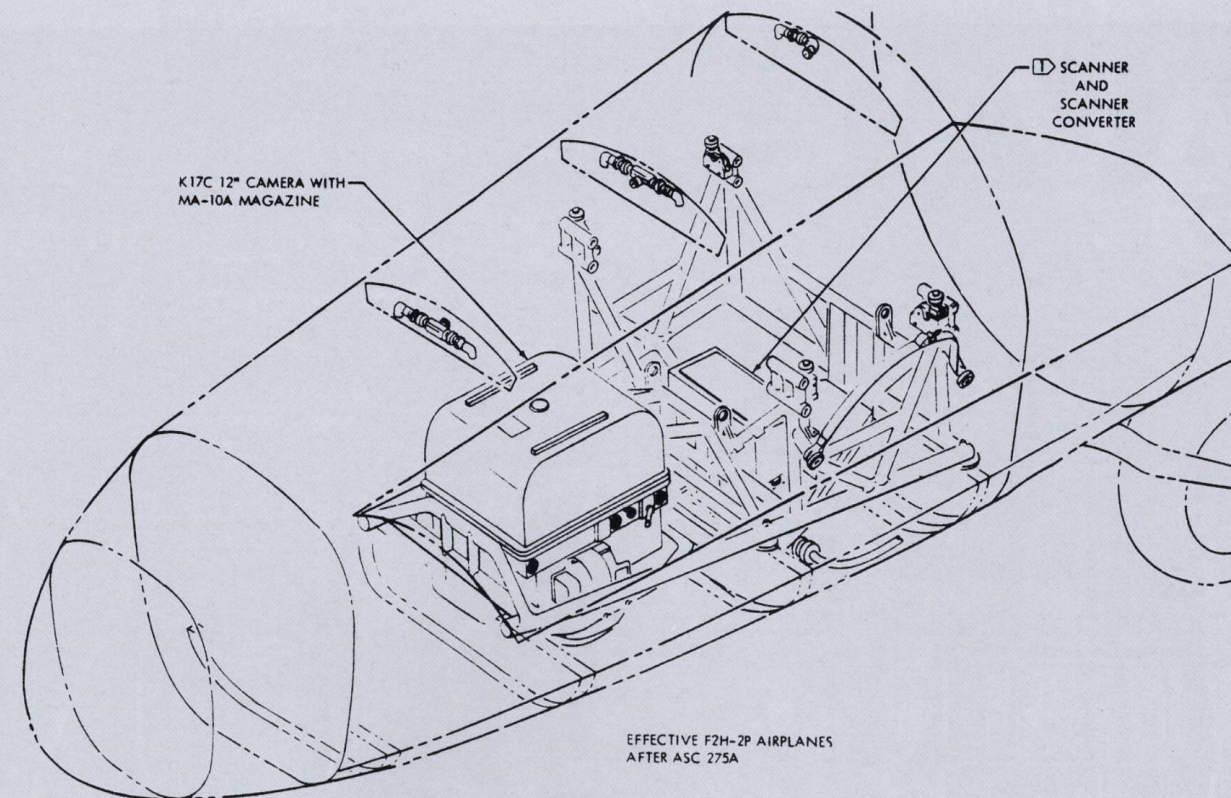
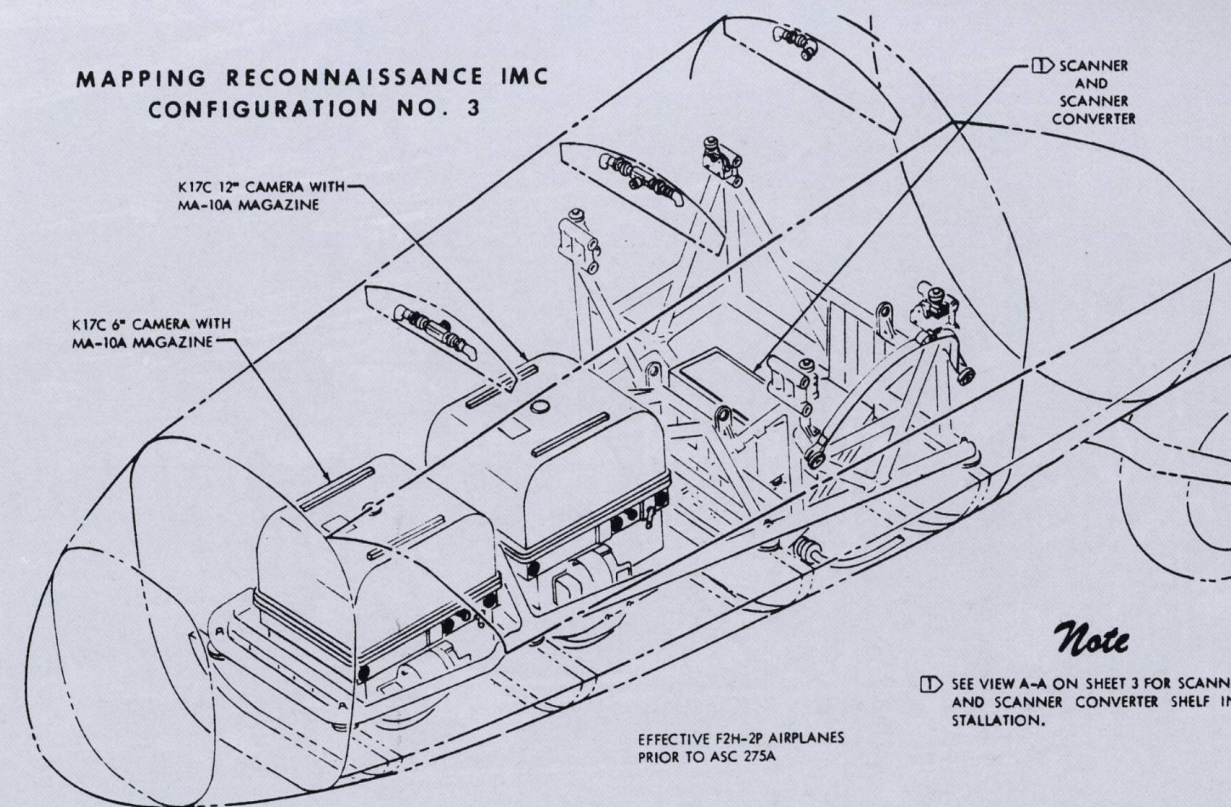
At right, VFP-61 F2H-2P BuNo 128880 at NAS Miramar.

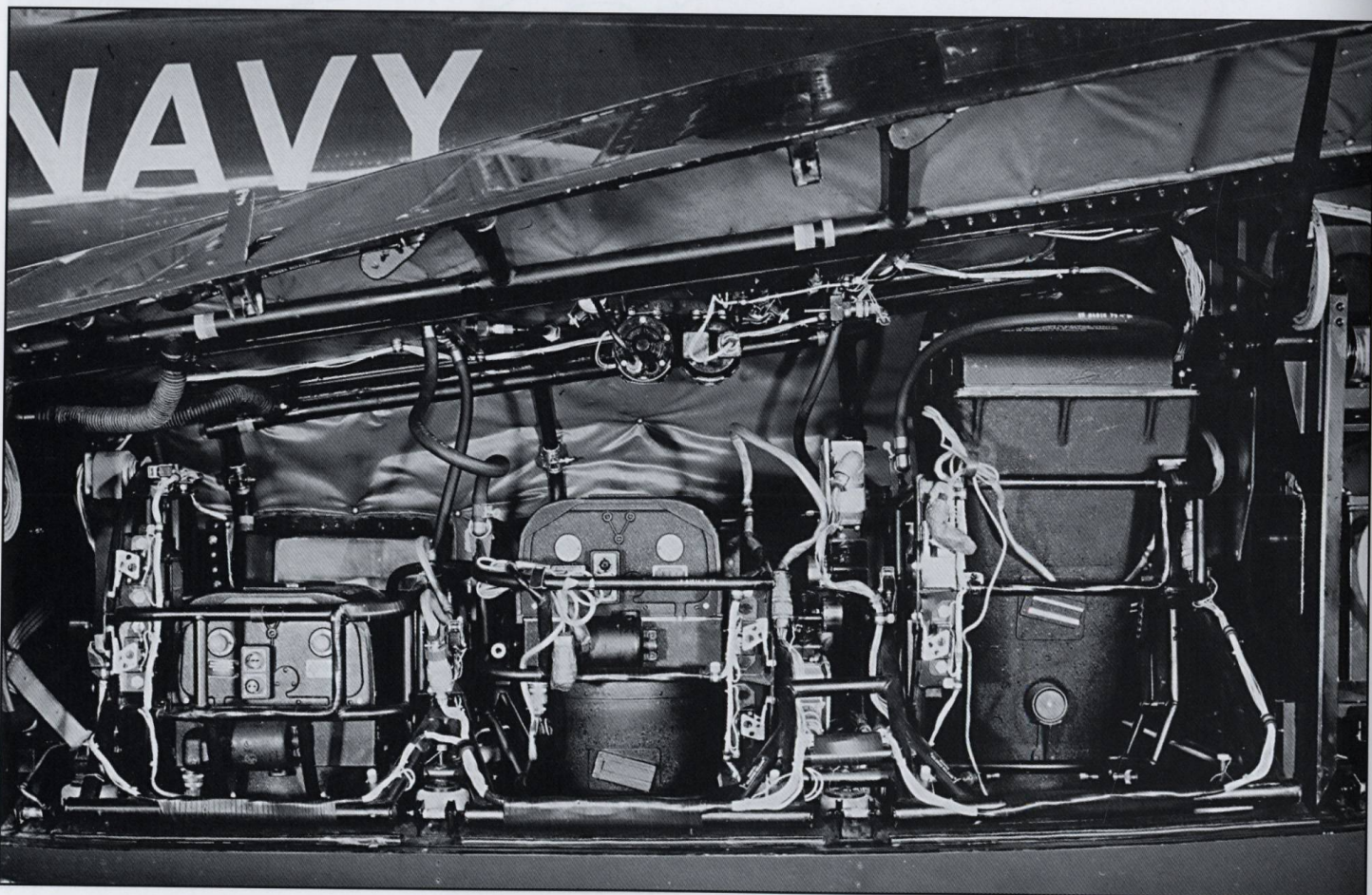
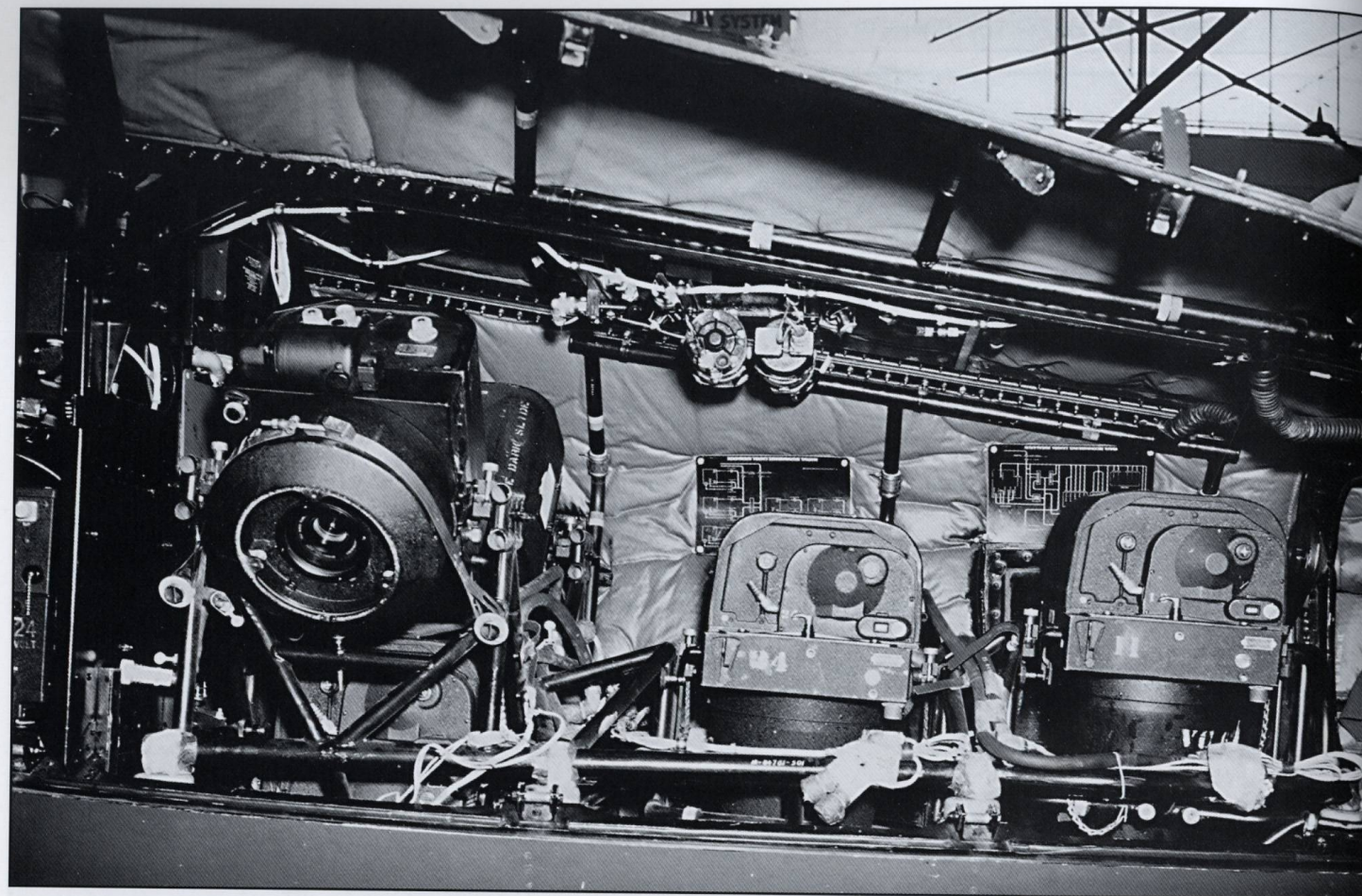


Notes

- 1 SEE VIEW A-A ON SHEET 3 FOR SCANNER AND SCANNER CONVERTER SHELF INSTALLATION.
- 2 THE ADAPTER ASSEMBLY MAY BE INSTALLED ON EITHER LEFT OR RIGHT SIDE.

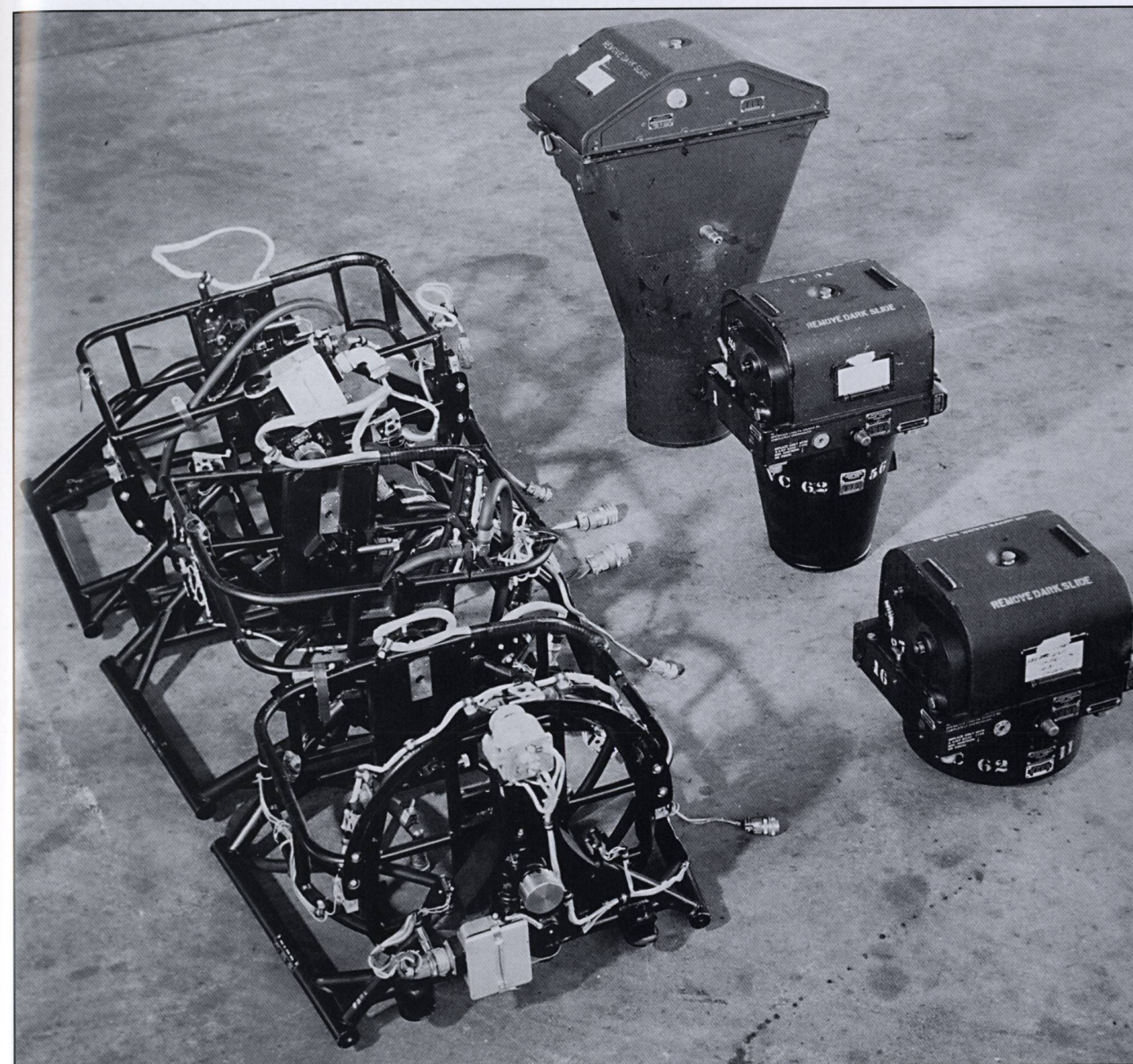
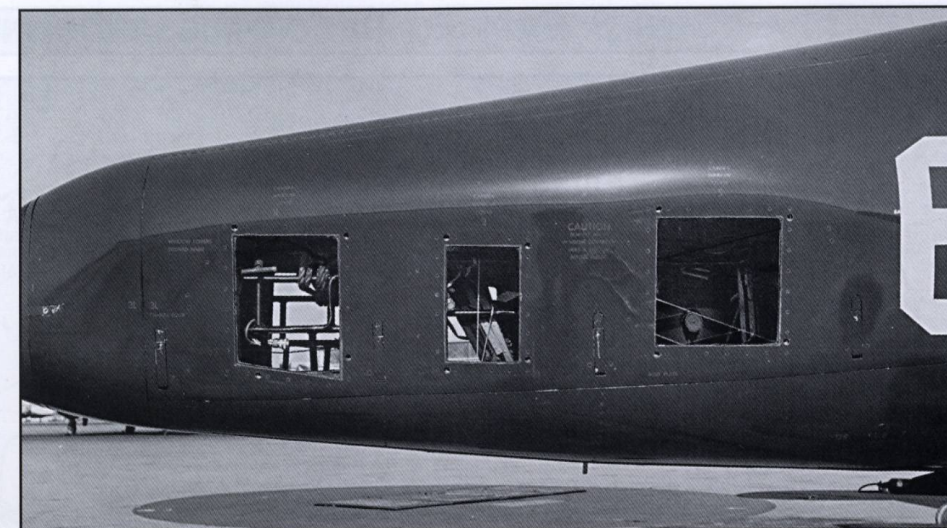
MAPPING RECONNAISSANCE IMC
CONFIGURATION NO. 3





F2H-2P PHOTO BANSHEE

At right, left-hand camera door in the closed position on a VC-62 aircraft on 18 December 1951 with an empty camera mount rack installed. The four screw holes that surround each camera window were for mounting the camera window covers. (National Archives) Below, mount assembly and cameras for general reconnaissance installation for a VC-62 F2H-2P on 4 December 1951. Cameras front-to-rear were K-17 6-inch, K-17 12-inch, and a K-18 24-inch. (National Archives)

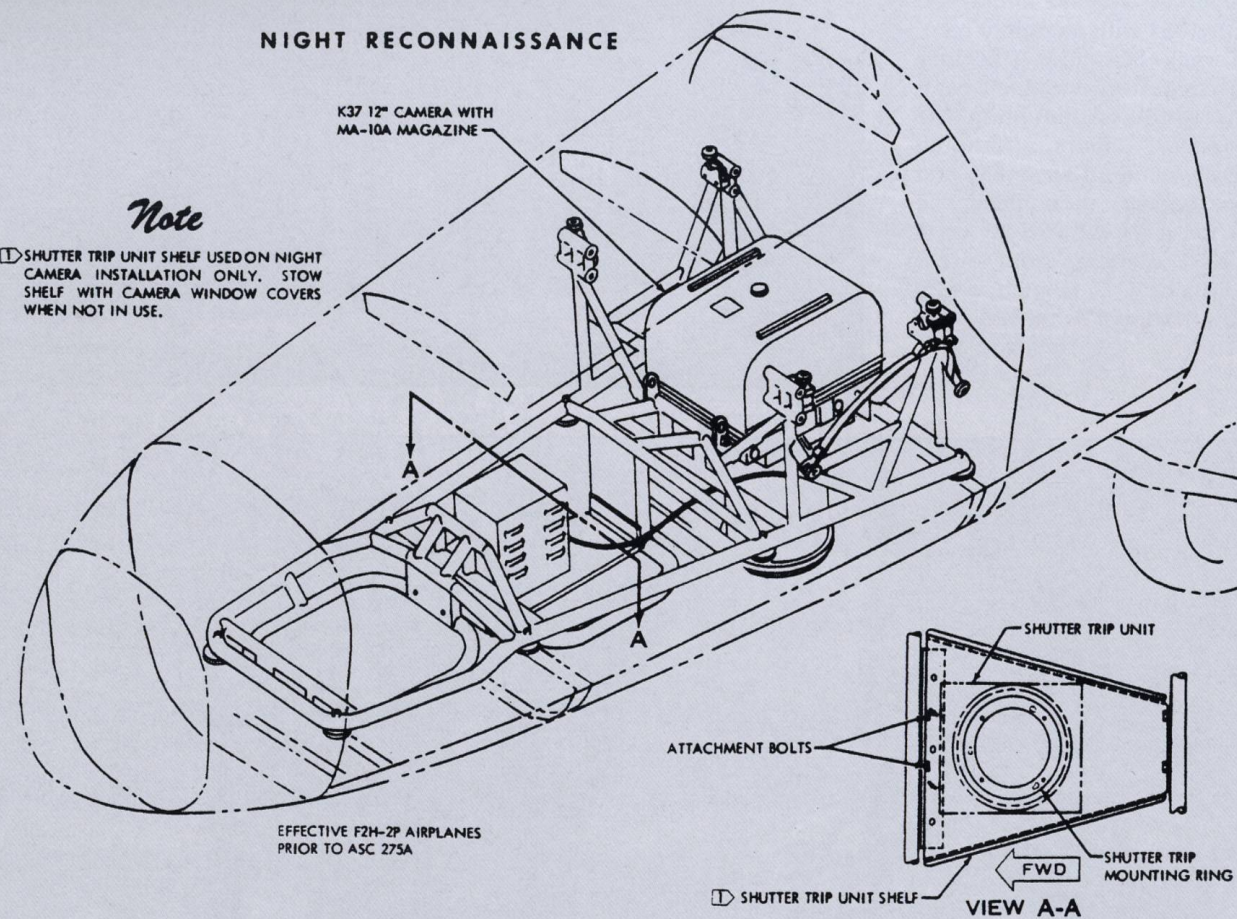


NIGHT RECONNAISSANCE

K37 12" CAMERA WITH
MA-10A MAGAZINE

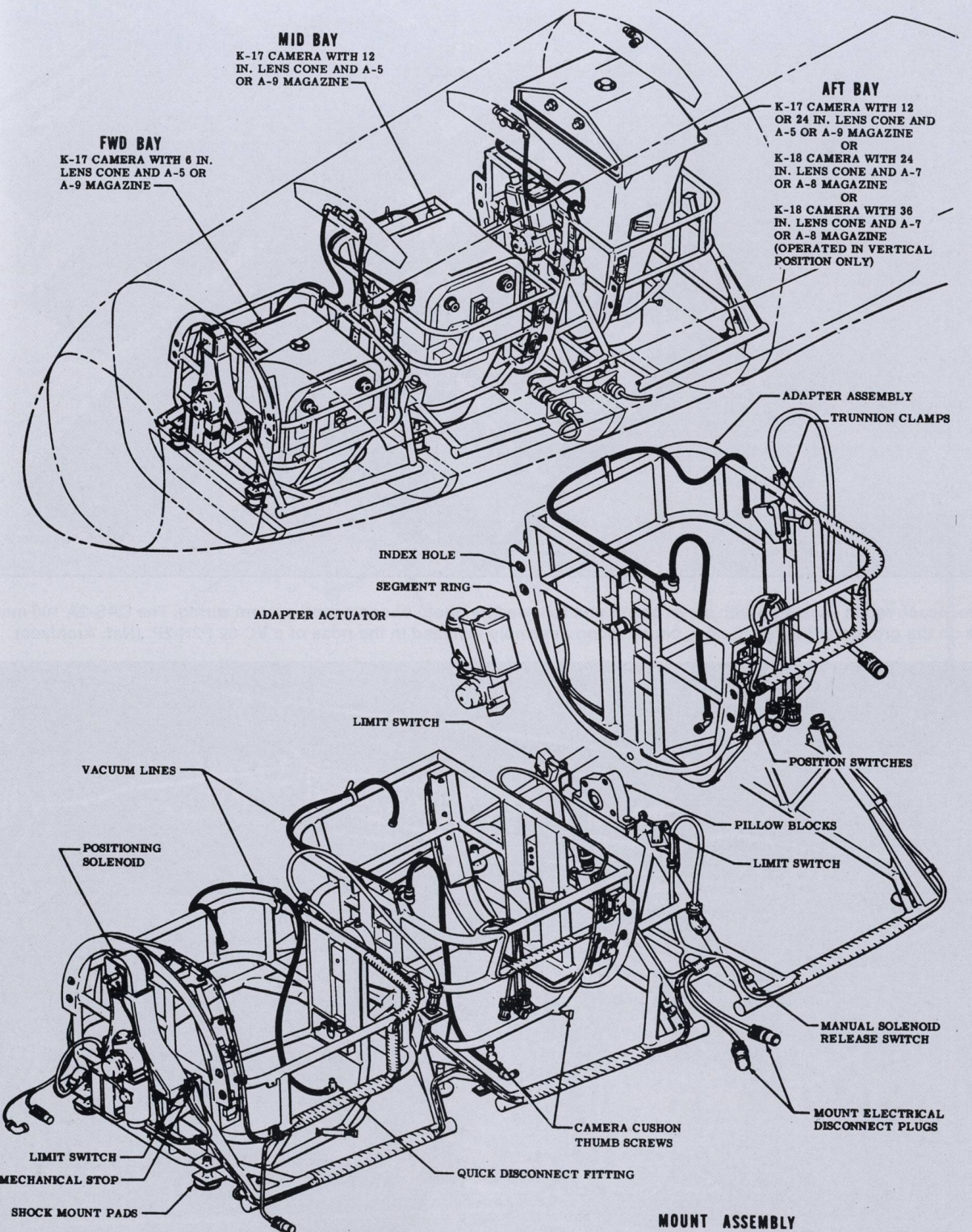
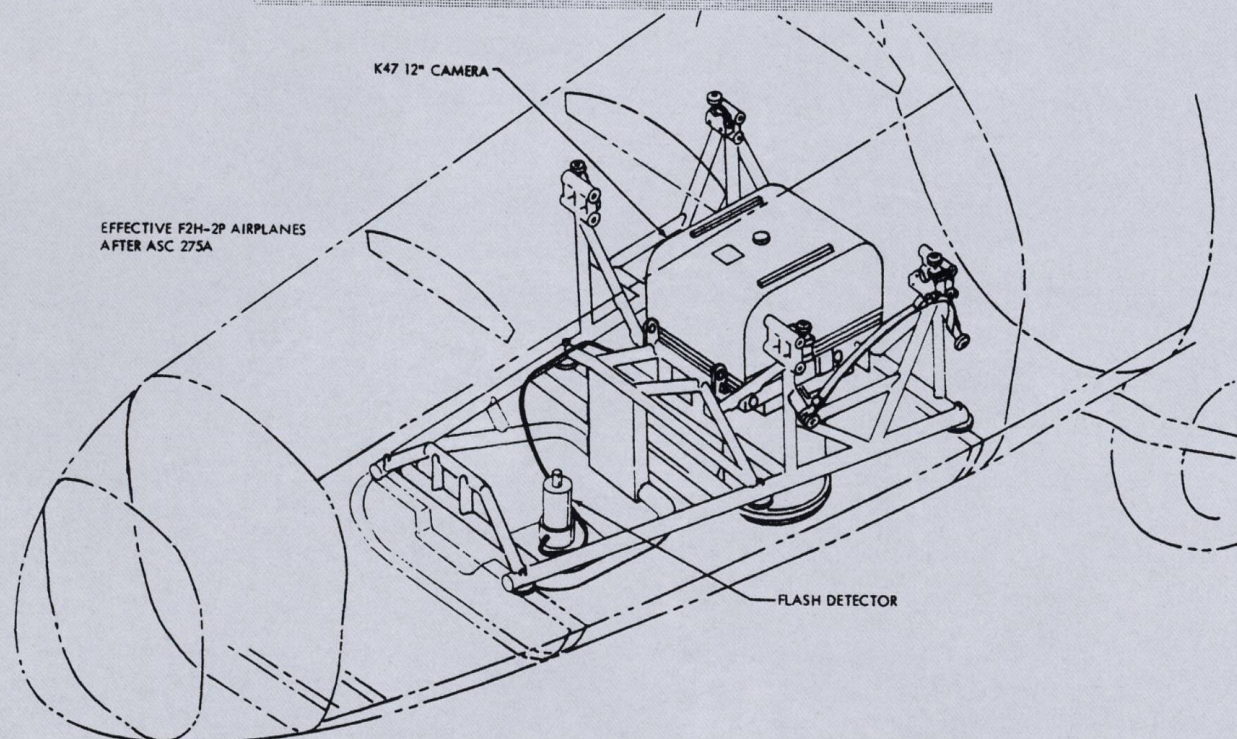
Note

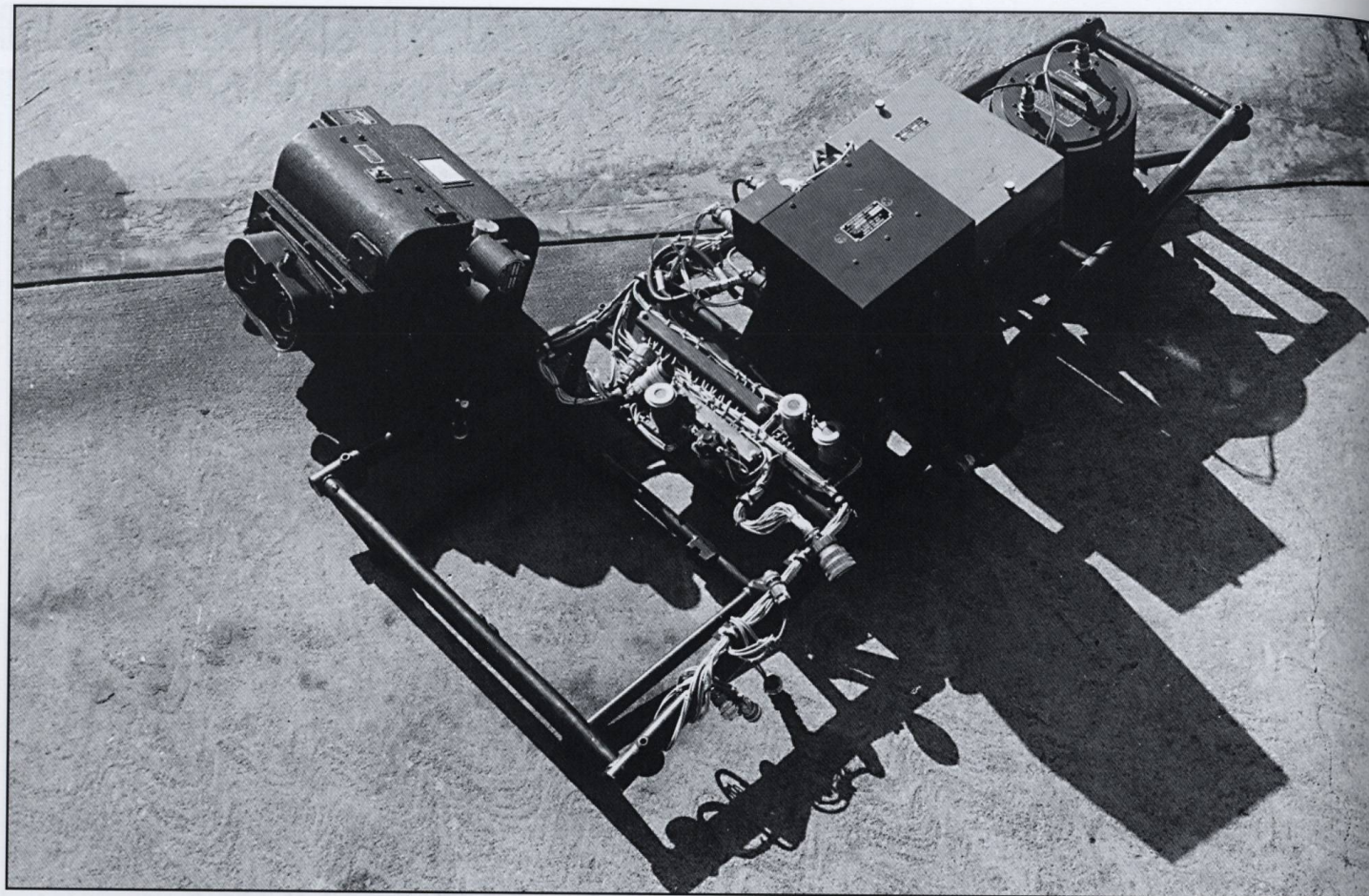
① SHUTTER TRIP UNIT SHELF USED ON NIGHT
CAMERA INSTALLATION ONLY. STOW
SHELF WITH CAMERA WINDOW COVERS
WHEN NOT IN USE.



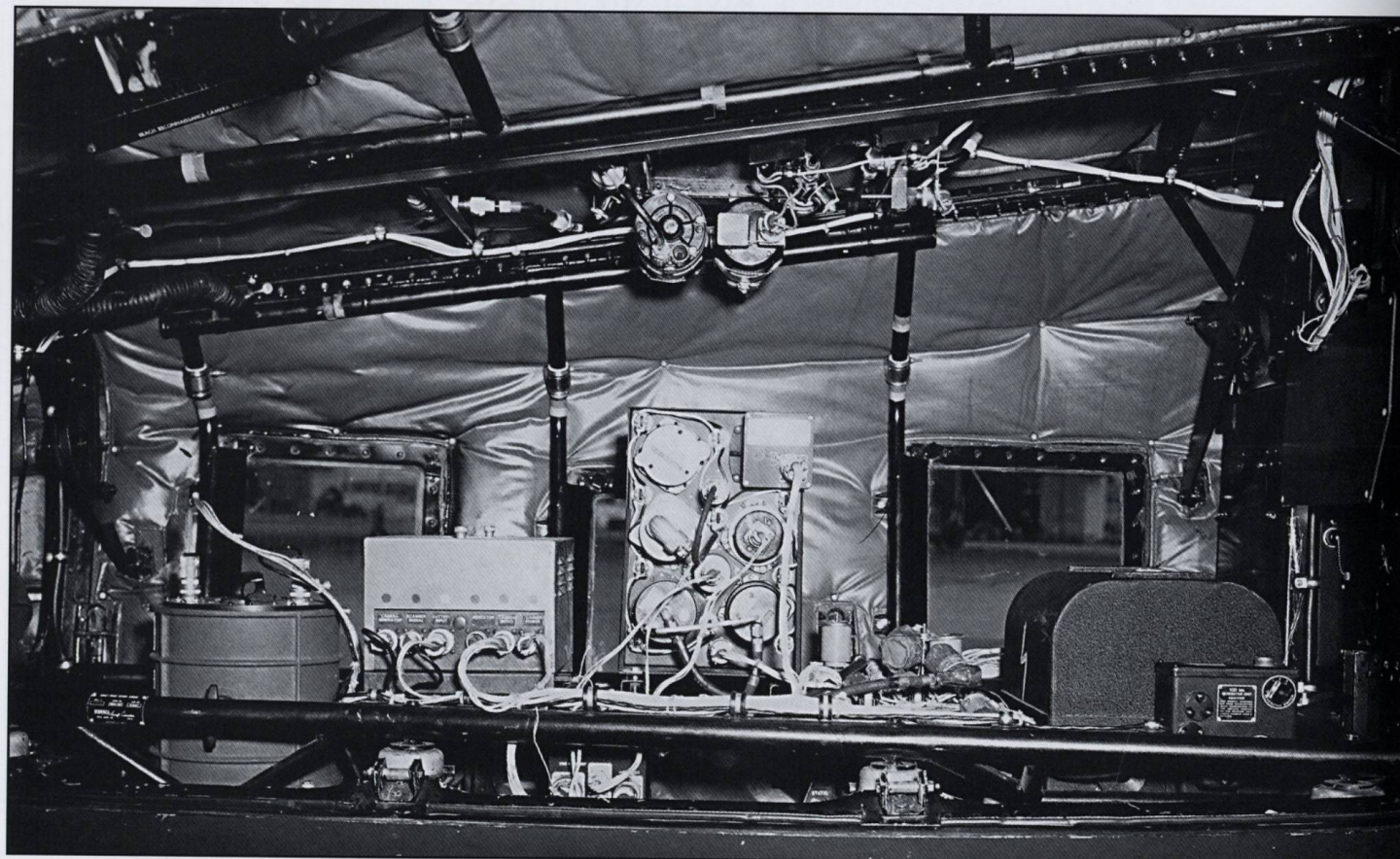
K47 12" CAMERA

EFFECTIVE F2H-2P AIRPLANES
AFTER ASC 275A

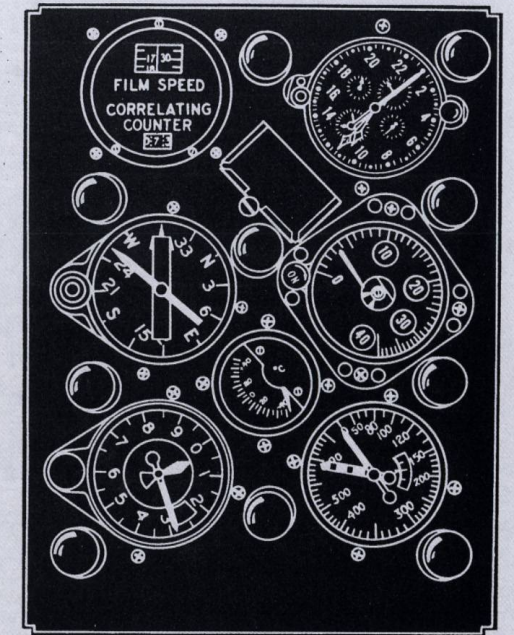
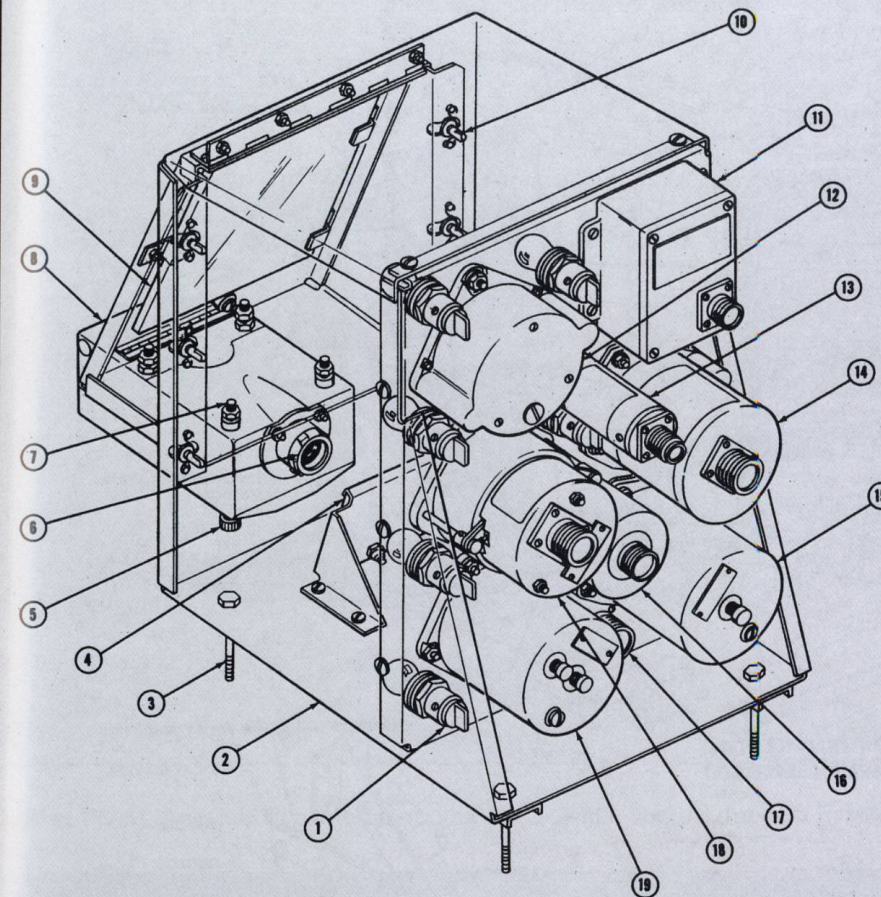




Above, beach recon assembly with servo power unit followed by photo observer and system wiring. The CAS-2A 100 mm camera is on the ground at the left. Below, beach recon assembly installed in the nose of a VC-62 F2H-2P. (Nat. Archives)



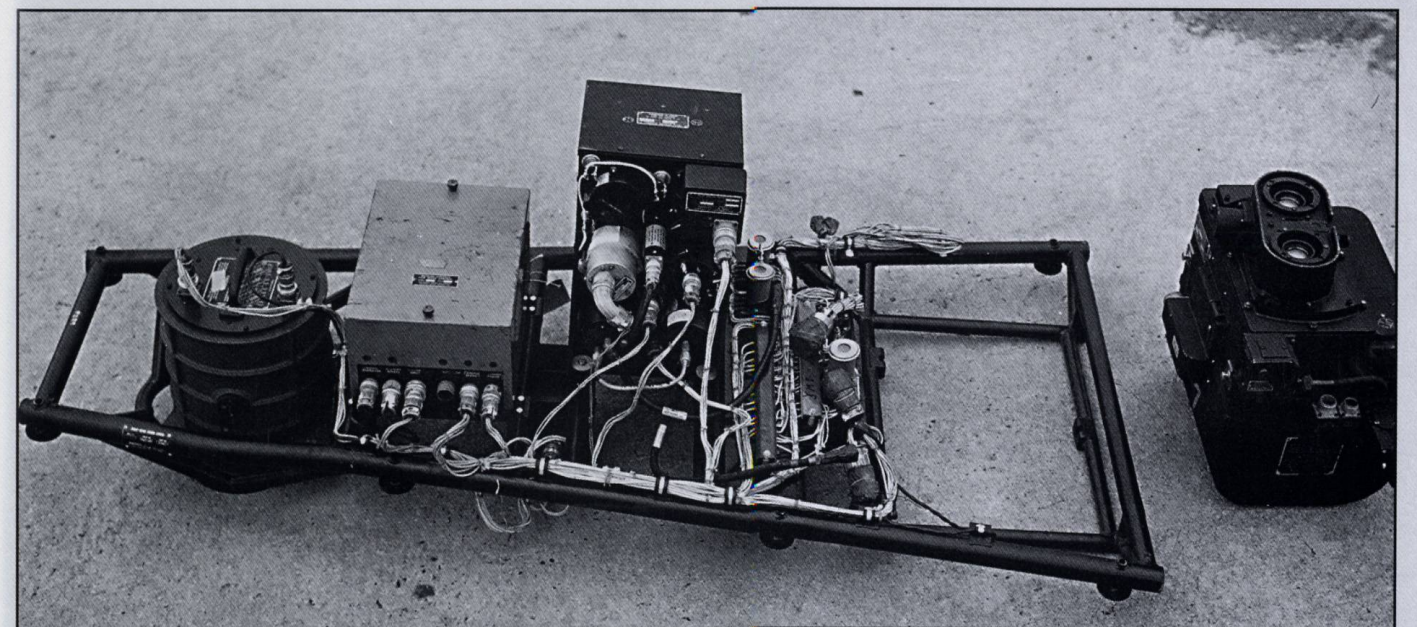
F2H-2P BEACH RECONNAISSANCE INSTALLATION BUNO 125072 AND UP



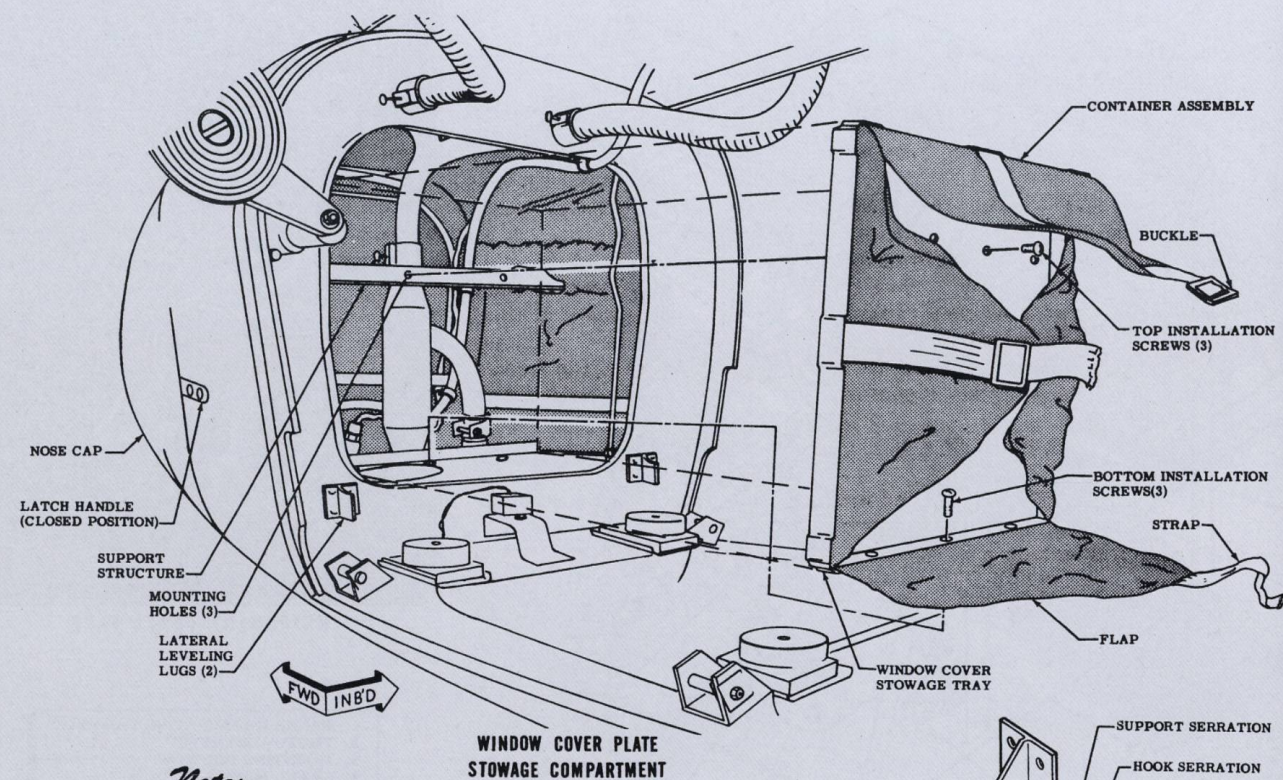
INSTRUMENT PANEL FACE

1. PANEL ILLUMINATING LAMPS (10)
2. PHOTO-OBSERVER
3. MOUNTING BOLTS (4)
4. SMALL MIRROR
5. SHUTTER SPEED KNOB
6. CAMERA LENS
7. CAMERA MOUNTING BOLTS (4)
8. GUN CAMERA
9. LARGE MIRROR
10. HOOD FASTENERS (6)
11. FILM SPEED INDICATOR WITH CORRELATING COUNTER
12. CLOCK
13. INSTRUMENT PANEL VIBRATOR
14. COMPASS REPEATER
15. SENSITIVE ALTIMETER
16. TEMPERATURE INDICATOR
17. ELECTRICAL RECEPTACLE
18. RADIO ALTIMETER INDICATOR
19. AIR-SPEED INDICATOR

Below, beach recon installation with, left-to-right, servo power unit and photo recorder unit installed. CAS-2A 100mm camera is on the ground aft of the mounting rack. (National Archives)

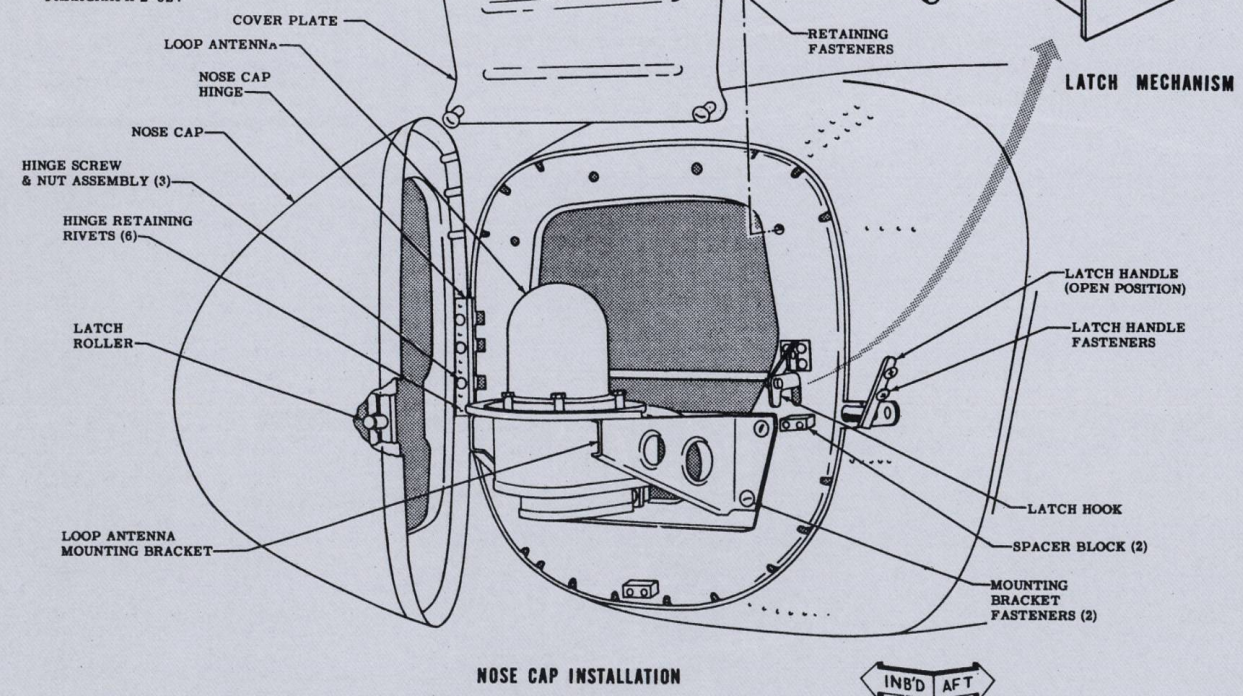


F2H-2P INITIAL NOSE CAP AND WINDOW COVER PLATE STOWAGE



Notes

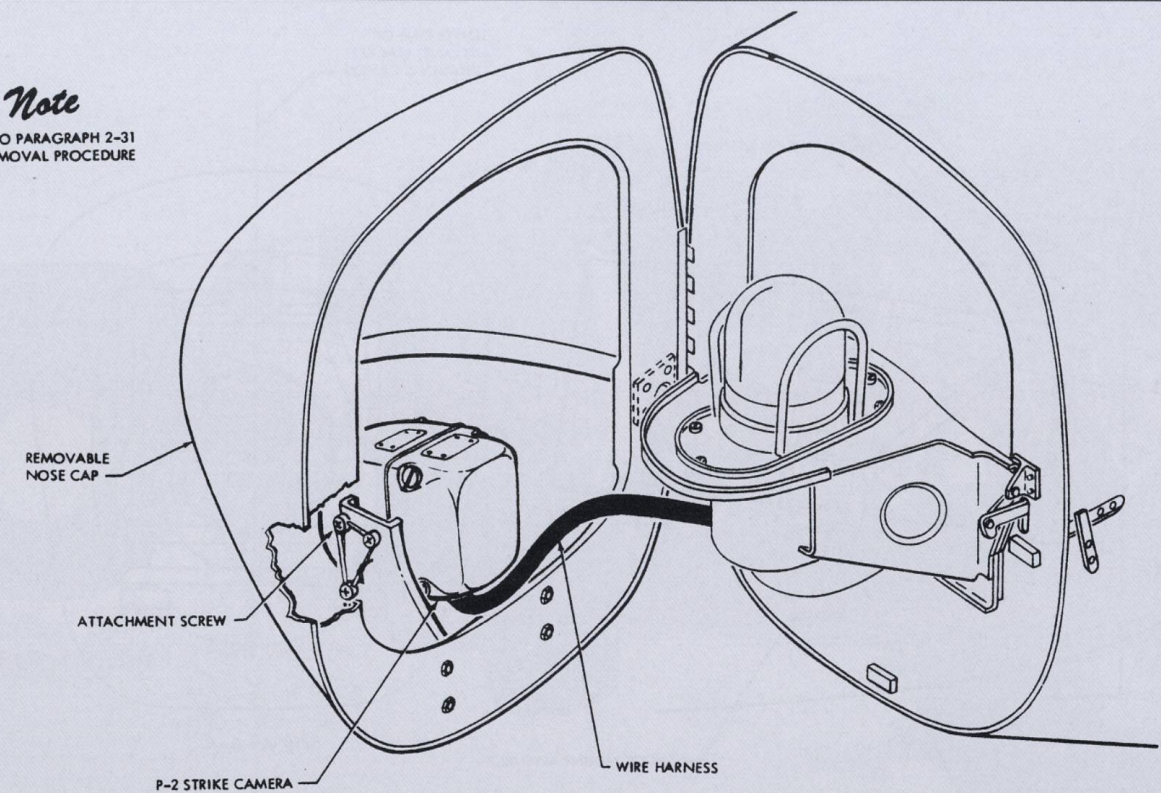
1. THE WINDOW COVER PLATE CONTAINER ASSEMBLY IS INSTALLED WITH SIX SCREWS AS SHOWN. TO REMOVE THE CONTAINER ASSEMBLY REMOVE THE SIX SCREWS AND PULL THE CONTAINER ASSEMBLY AFT, OUT OF THE NOSE COMPARTMENT.
2. FOR REMOVAL OF NOSE CAP SEE PARAGRAPH 2-31.
3. FOR INSTALLATION OF NOSE CAP SEE PARAGRAPH 2-32.



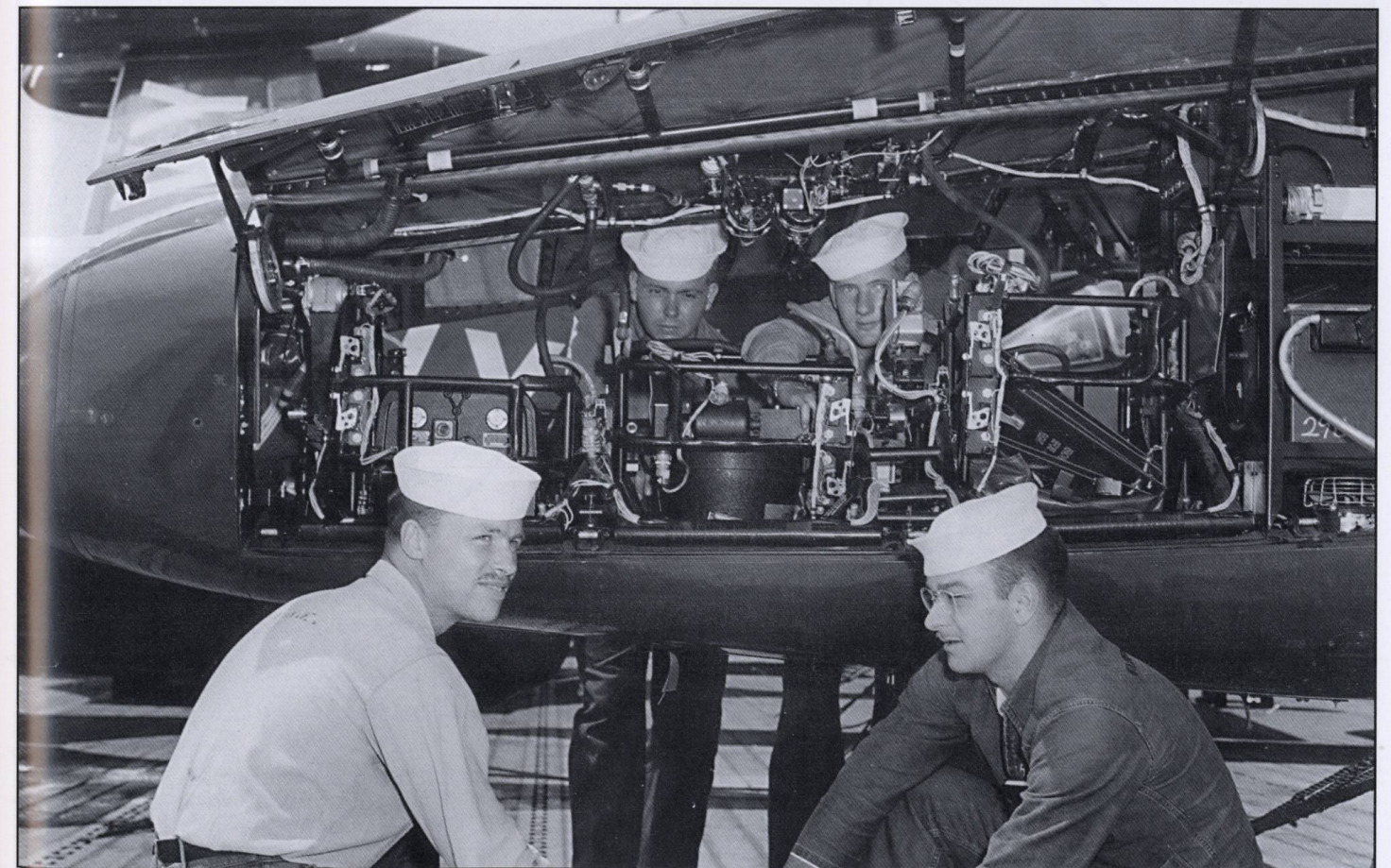
F2H-2P NOSE CAP AFTER ASC 275 AND INSTALLATION OF P-2 STRIKE CAMERA

Note

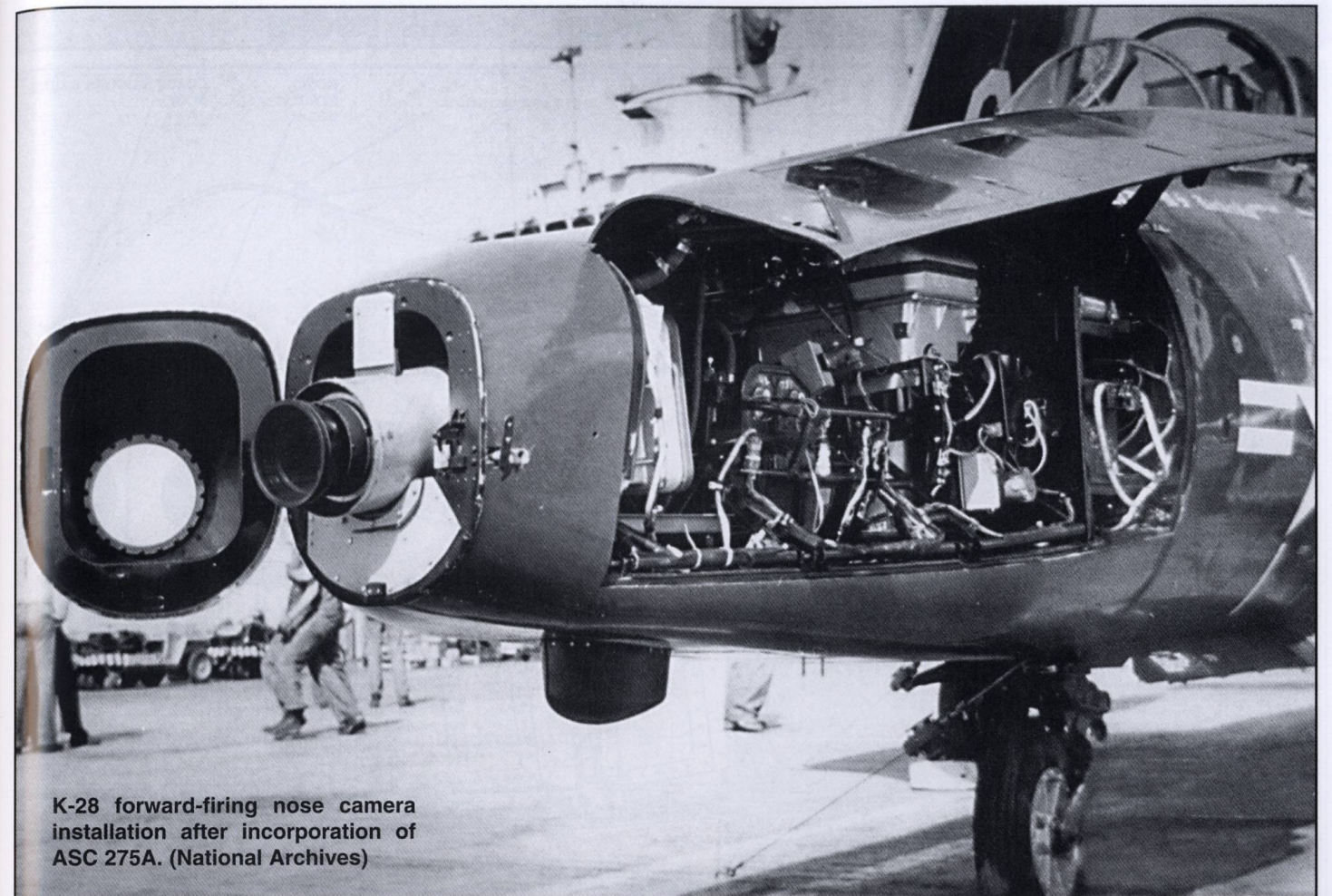
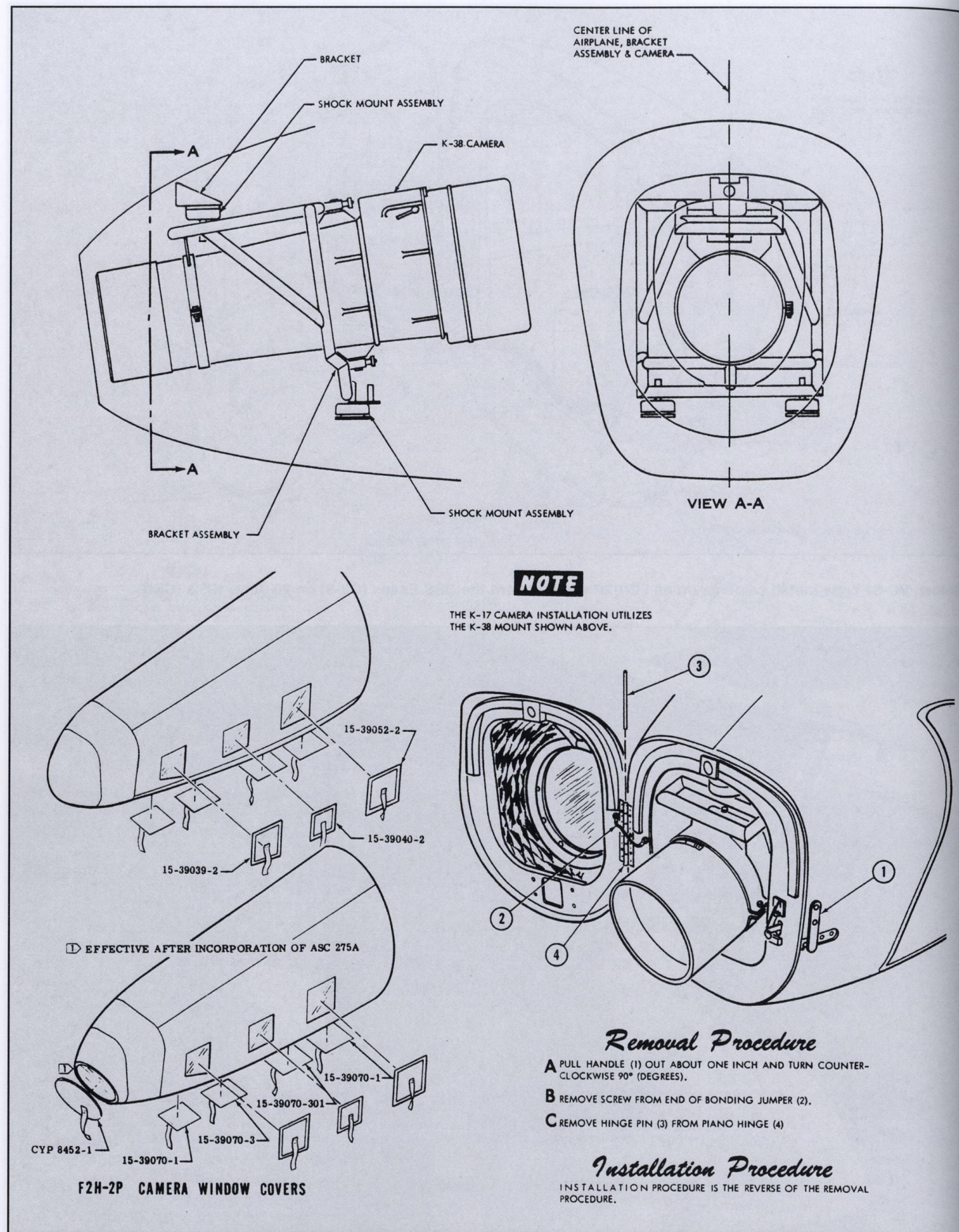
REFER TO PARAGRAPH 2-31 FOR REMOVAL PROCEDURE



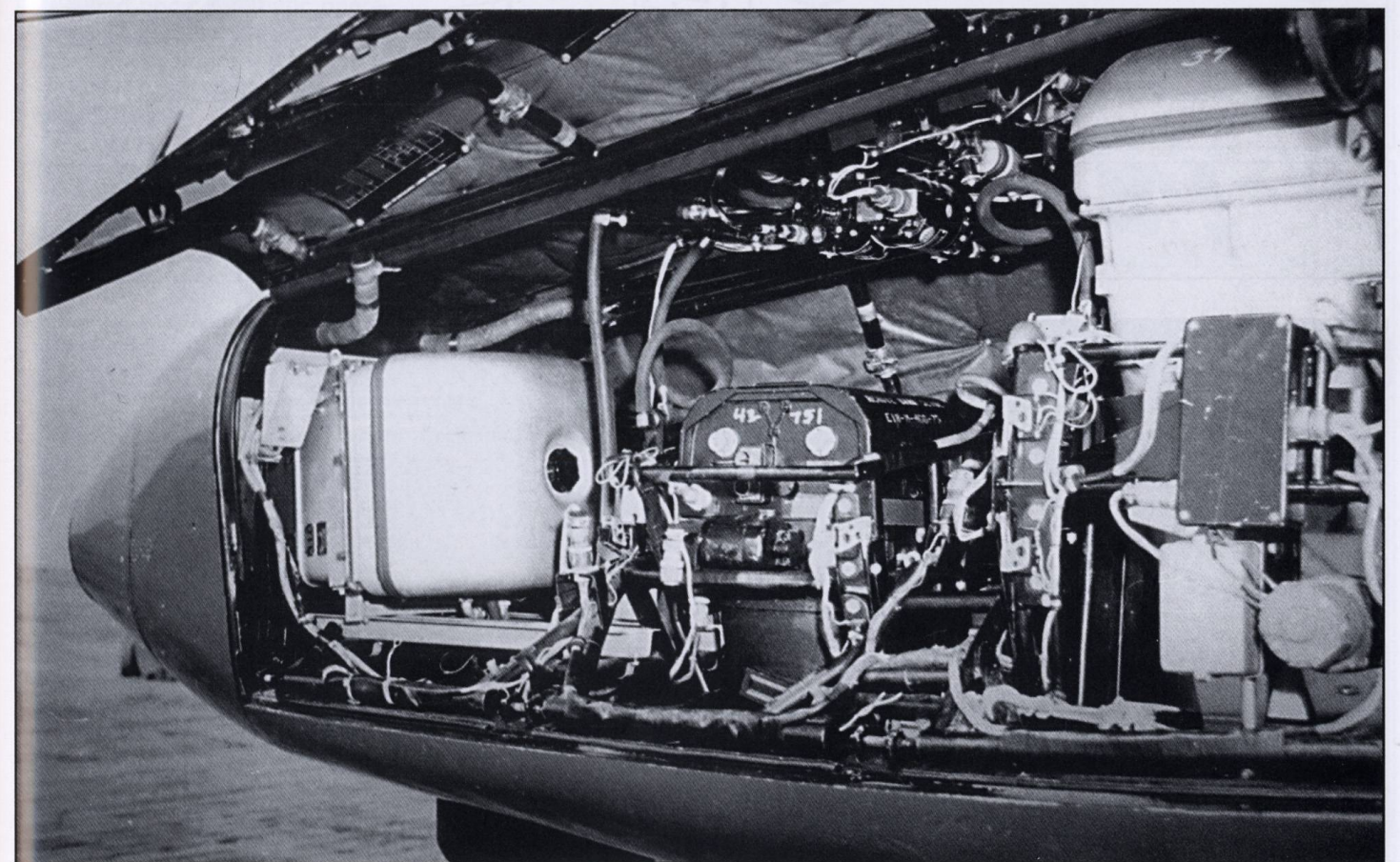
Below, VC-61 crew install cameras on an F2H-2P while aboard the USS Essex (CV-9) on 20 June 1952. (USN)



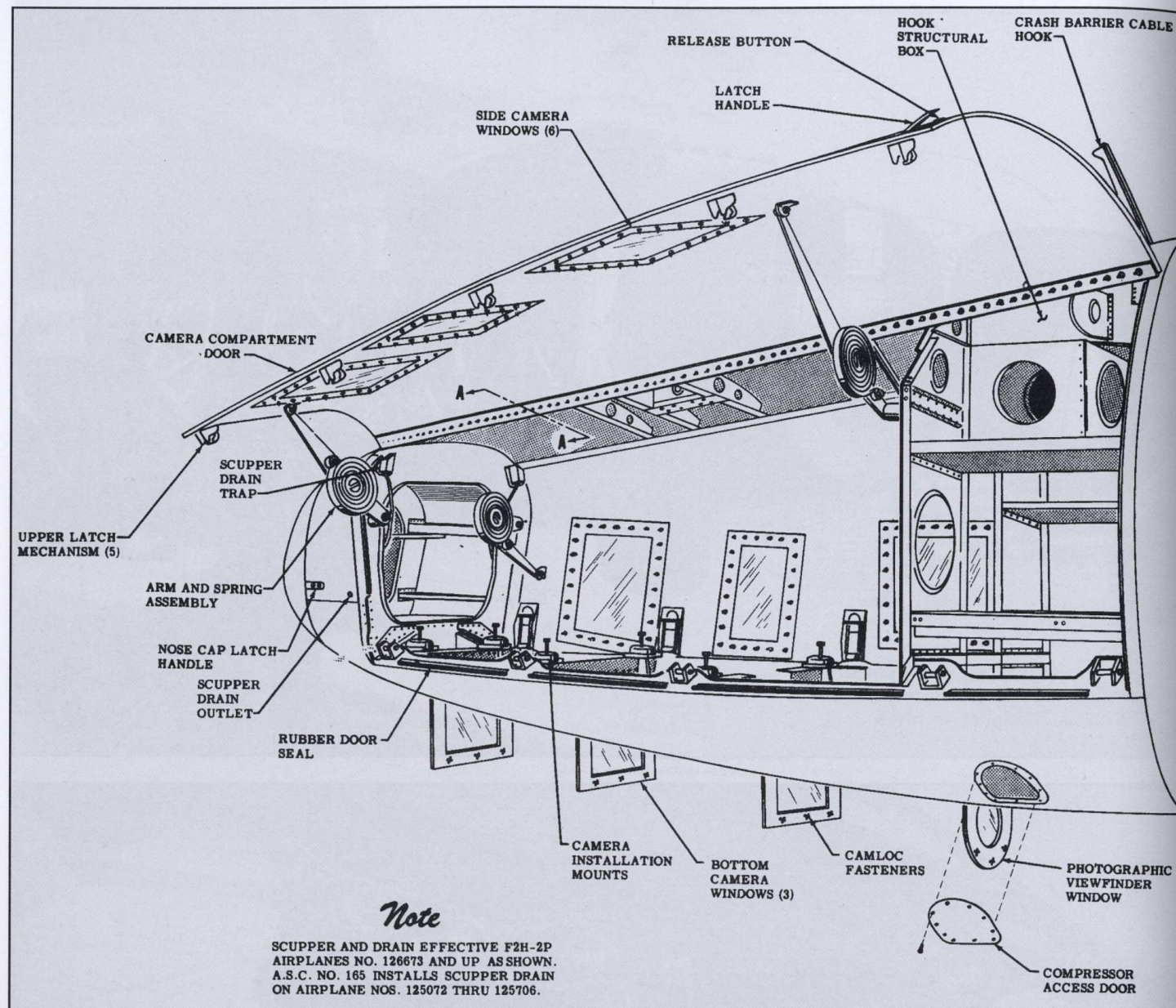
F2H-2P NOSE CAP AFTER ASC 275A FORWARD FIRING CAMERA INSTALLATION



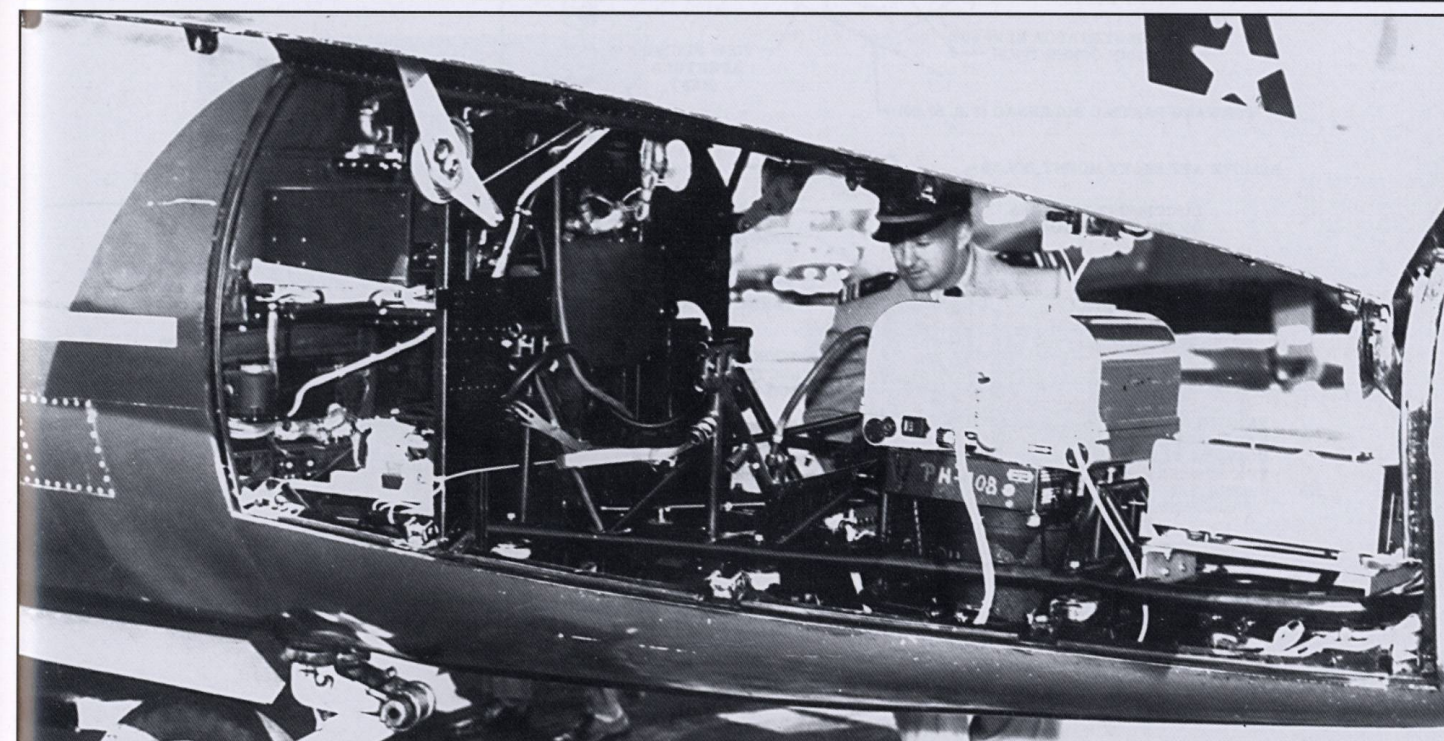
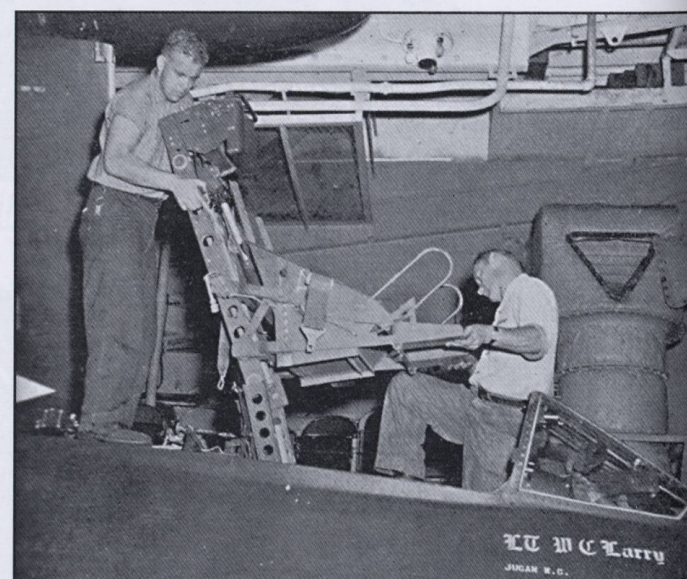
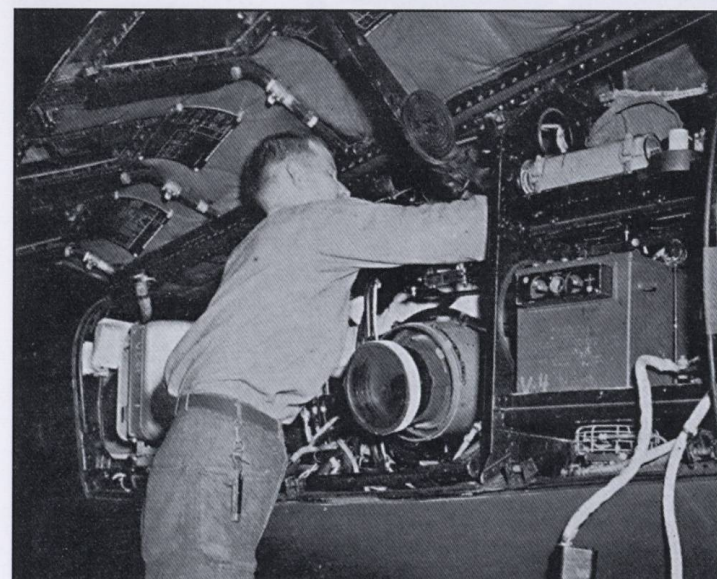
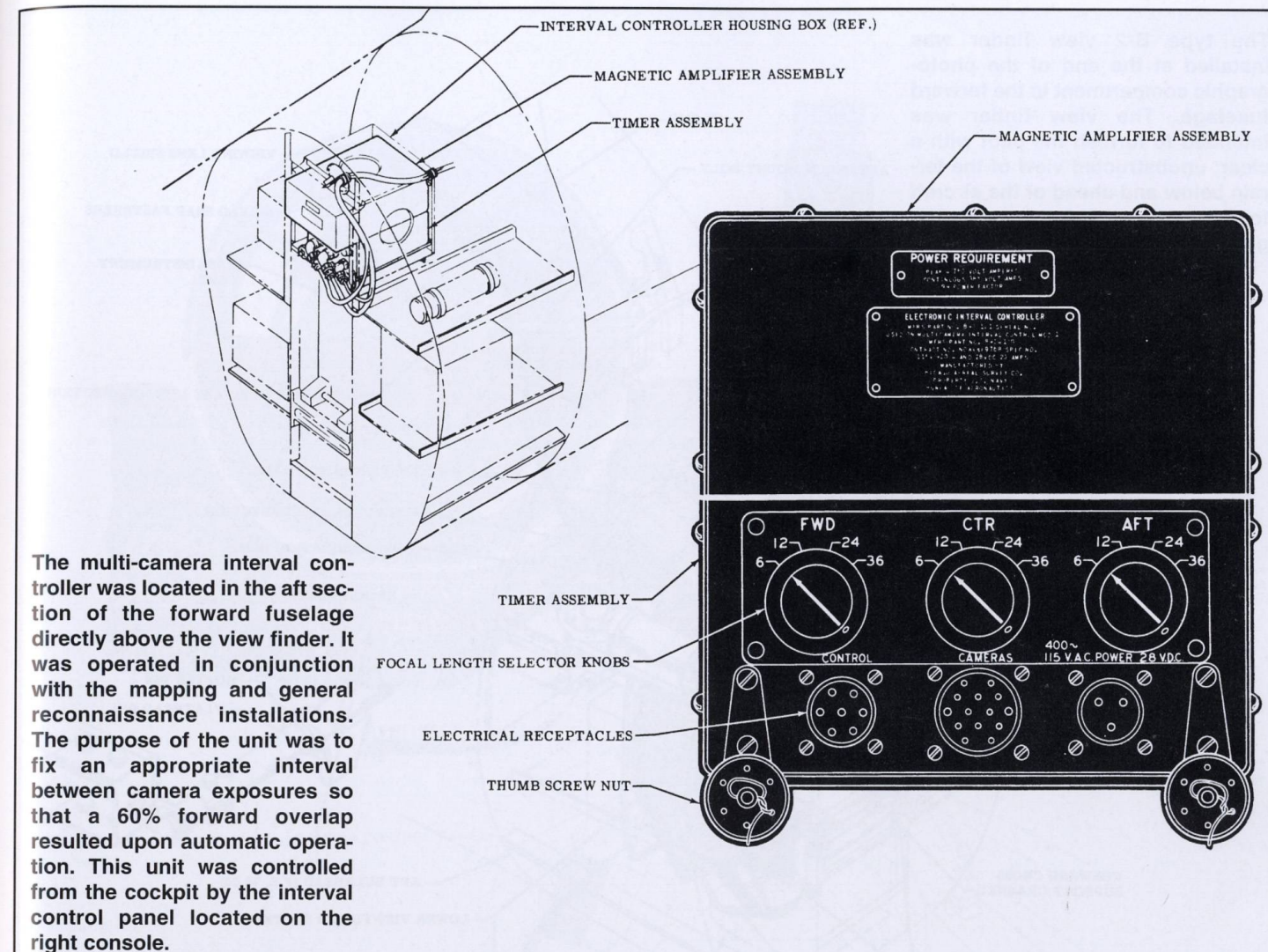
K-28 forward-firing nose camera installation after incorporation of ASC 275A. (National Archives)



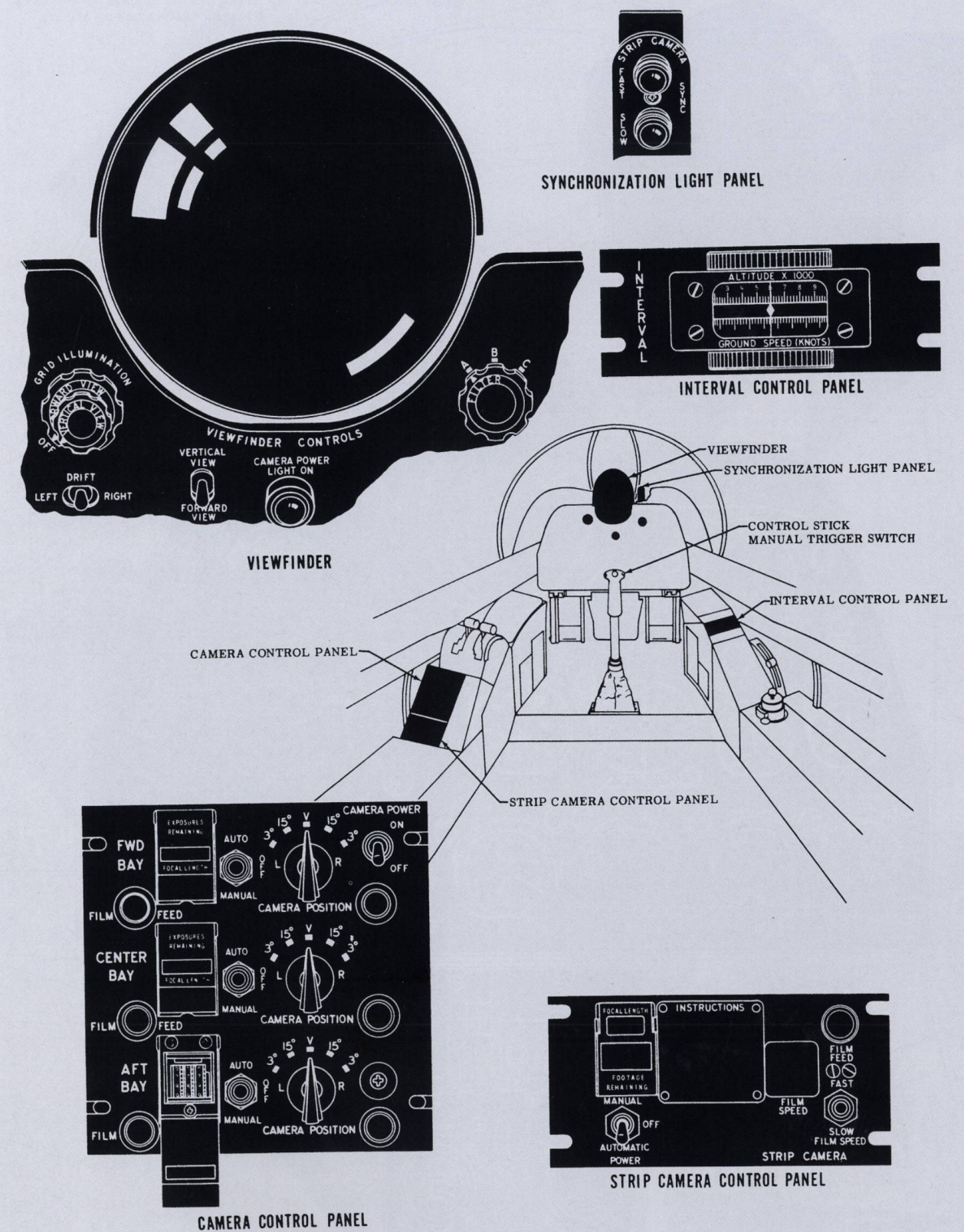
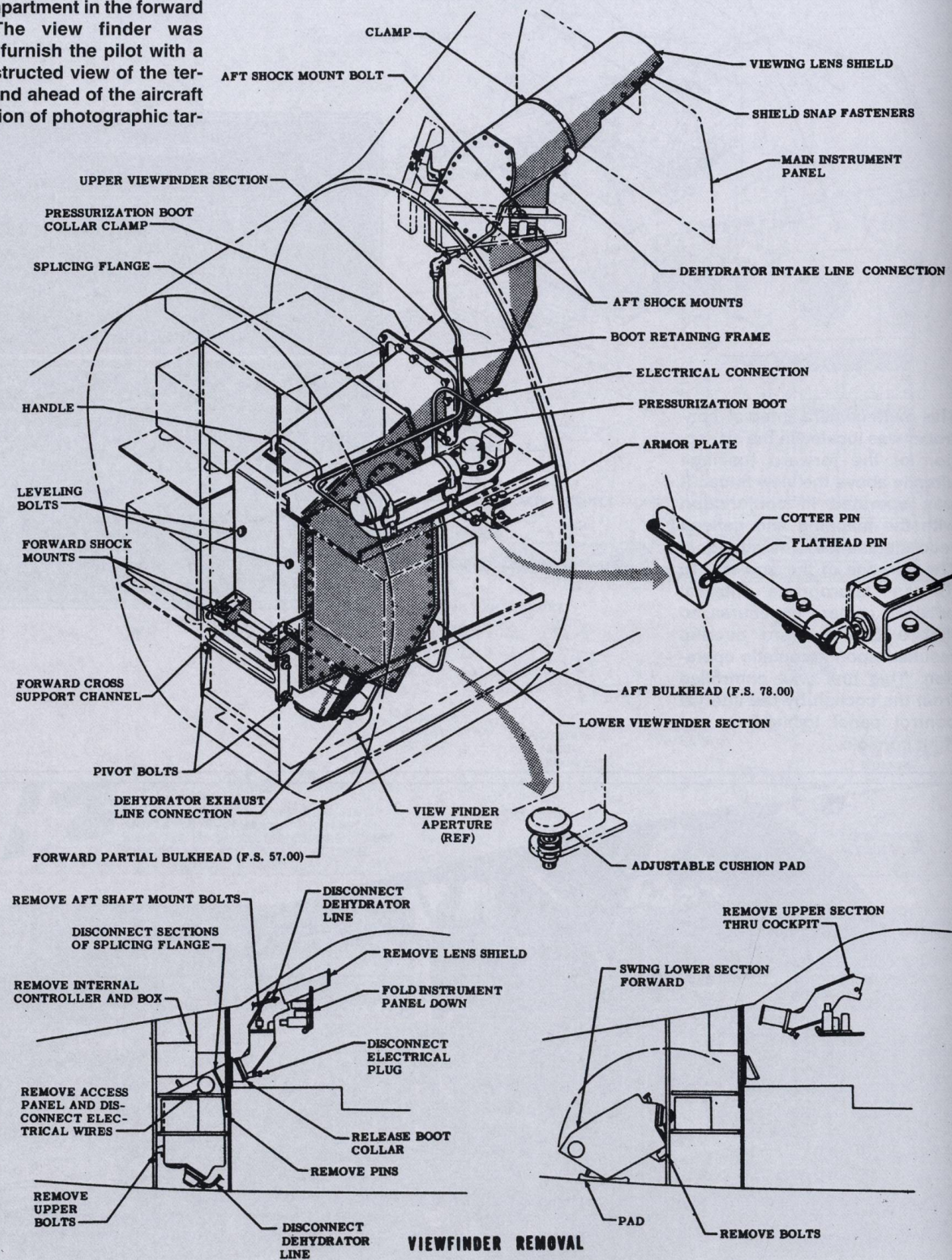
F2H-2P CAMERA COMPARTMENT ACCESS DOORS



F2H-2P CAMERA COMPARTMENT ACCESS DOORS

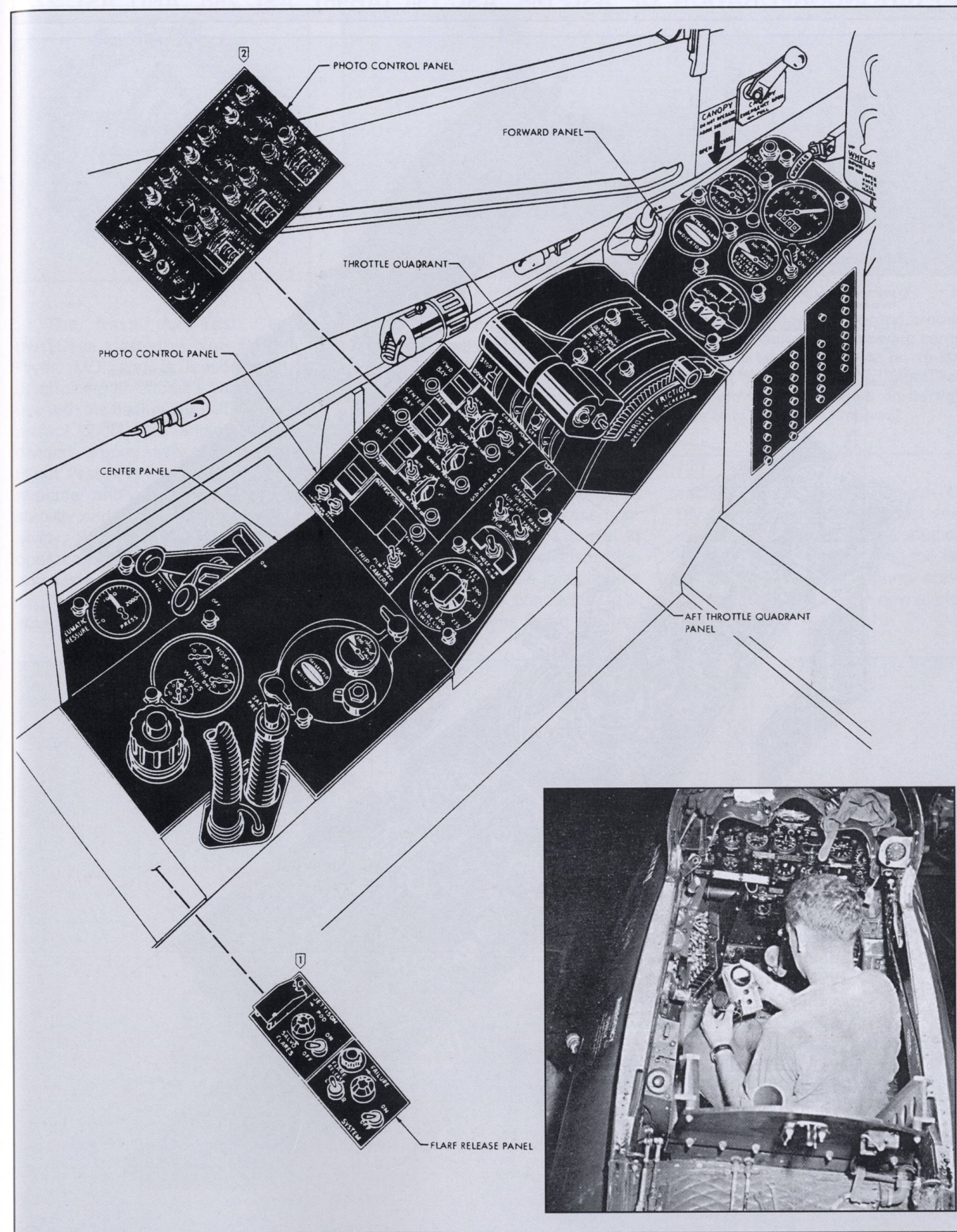
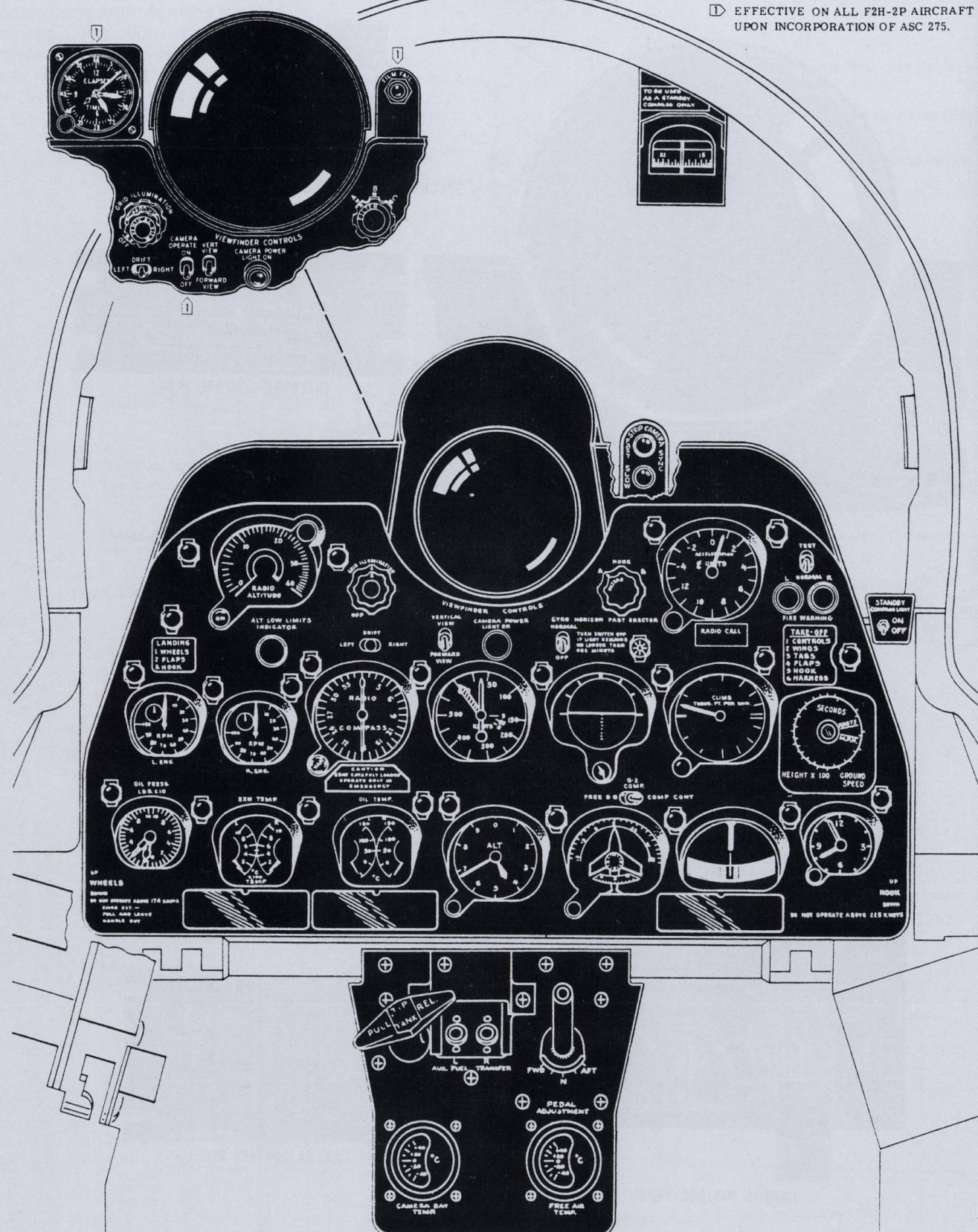


The type B-2 view finder was installed at the end of the photographic compartment in the forward fuselage. The view finder was intended to furnish the pilot with a clear, unobstructed view of the terrain below and ahead of the aircraft for the location of photographic targets.



Note

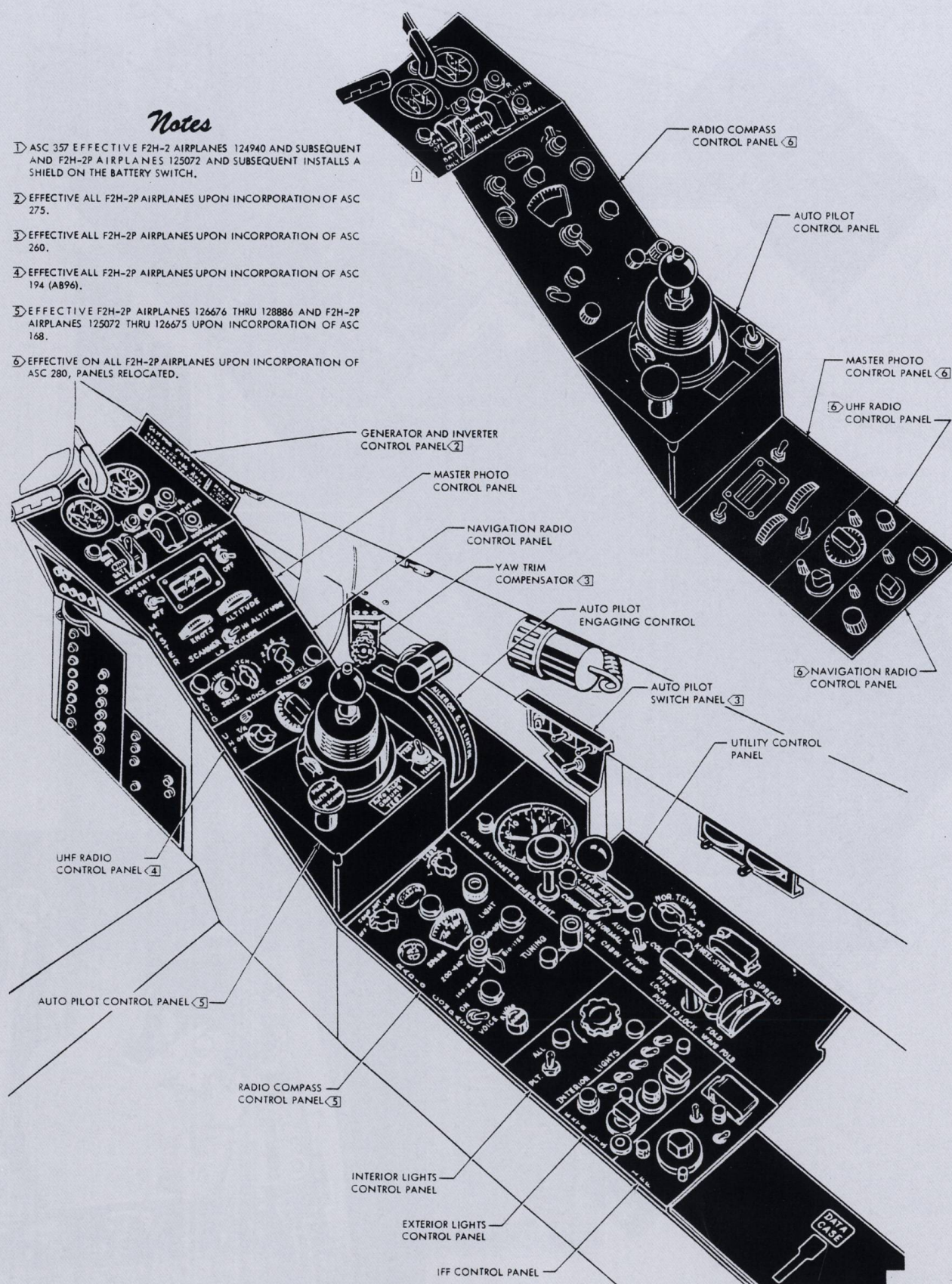
① EFFECTIVE ON ALL F2H-2P AIRCRAFT UPON INCORPORATION OF ASC 275.



F2H-2P PILOT'S RIGHT - HAND CONSOLE BuNos 126676-128886 AFTER INCORPORATION OF ASC 168, ASC 194 (AB96), ASC 260, AND ASC 275

Notes

- 1) ASC 357 EFFECTIVE F2H-2 AIRPLANES 124940 AND SUBSEQUENT AND F2H-2P AIRPLANES 125072 AND SUBSEQUENT INSTALLS A SHIELD ON THE BATTERY SWITCH.
- 2) EFFECTIVE ALL F2H-2P AIRPLANES UPON INCORPORATION OF ASC 275.
- 3) EFFECTIVE ALL F2H-2P AIRPLANES UPON INCORPORATION OF ASC 260.
- 4) EFFECTIVE ALL F2H-2P AIRPLANES UPON INCORPORATION OF ASC 194 (AB96).
- 5) EFFECTIVE F2H-2P AIRPLANES 126676 THRU 128886 AND F2H-2P AIRPLANES 125072 THRU 126675 UPON INCORPORATION OF ASC 168.
- 6) EFFECTIVE ON ALL F2H-2P AIRPLANES UPON INCORPORATION OF ASC 280, PANELS RELOCATED.



NAVAL AIR TEST CENTER (NATC) PATUXENT RIVER, MD



The Naval Air Test Center (NATC) is located at NAS Patuxent River, MD, and is responsible for determining an aircraft's suitability for use with the fleet. In the 1950s, NATC project pilots and engineers were divided among five test divisions: Flight Test (FT) concerned itself with airplane and engine performance, stability and control, and carrier suitability; Service Test (ST) evaluated operational and tactical suitability, emphasizing maintenance; Electronics Test (ET) reported on all avionics equipment; Tactical Test (TT) to eval-

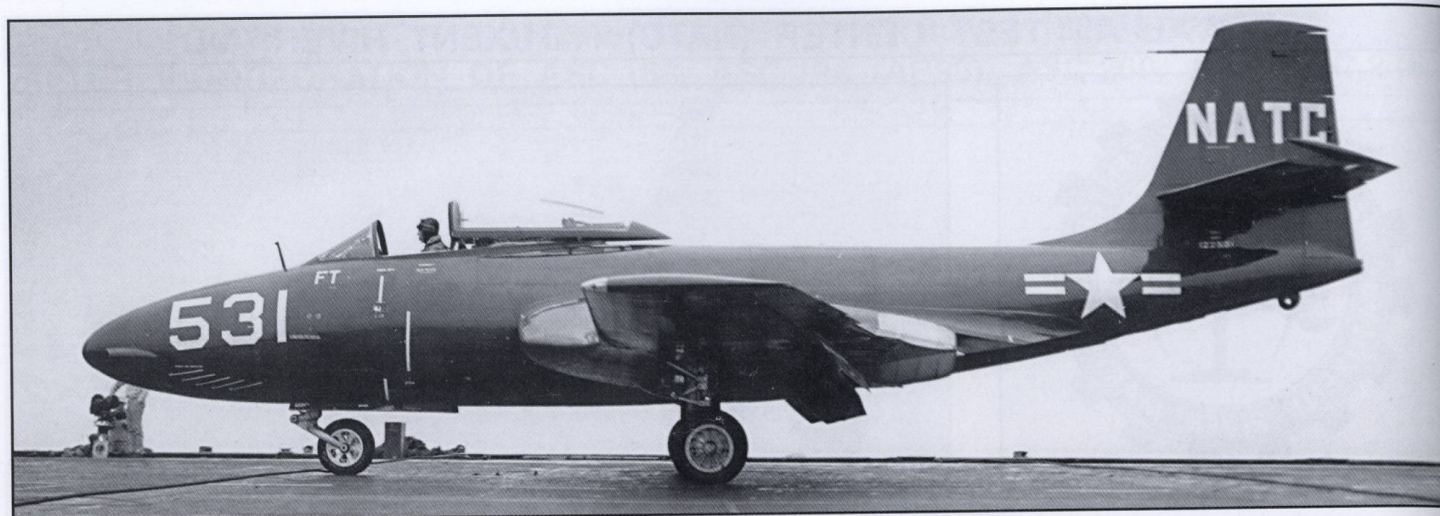
uate tactical flying suitability, and Armament Test (AT) conducted an evaluation of the airplane as a weapons platform.

Additionally, the NATC supplied an evaluation team to the contractor's plant for a Navy Preliminary Evaluation (NPE), a formal series of tests with the prototype models prior to the production aircraft's arrival at PAX River. The Board of Inspection and Survey (BIS), while independent of the NATC, also conducted fleet suitability evaluations using the test

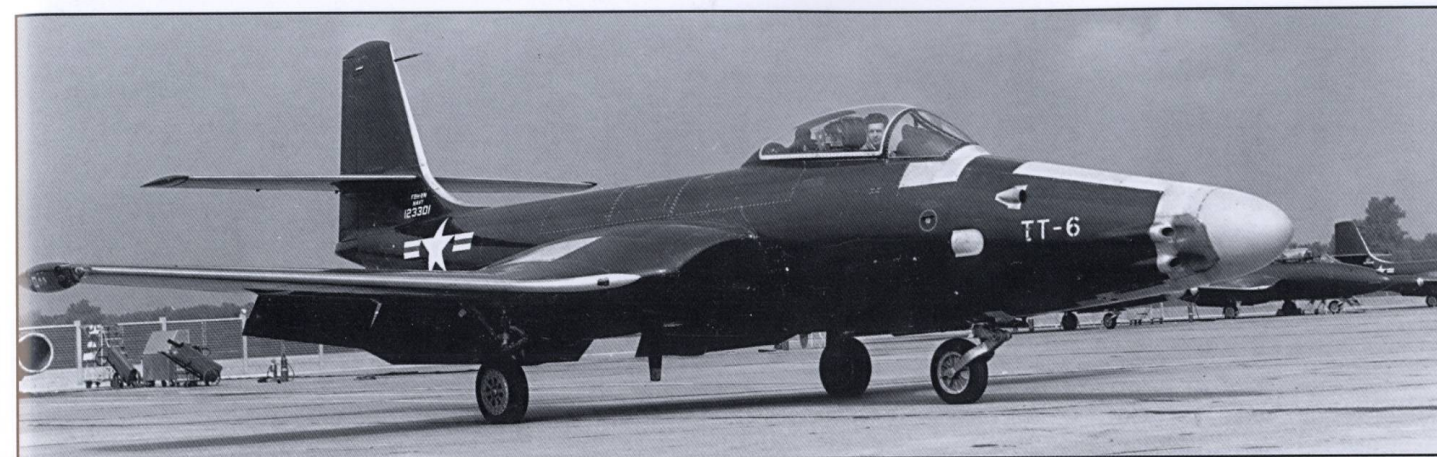
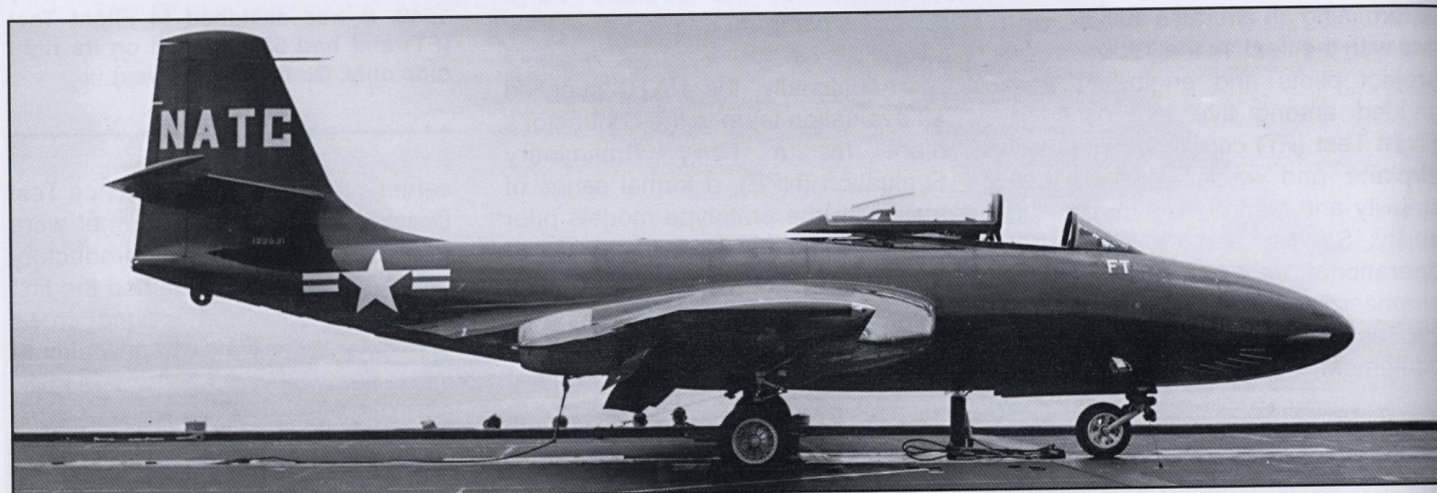
Above and below, the second production F2H-1 BuNo 122531 during carrier suitability tests on CVB-42 on 10 May 1949. It was assigned to Flight Test (FT) and had 531 painted on its right side only. (National Archives)

center's aircraft. Finally, Service Test Division aircraft and personnel were involved in the Fleet Introductory Program (FIP), which trained the first squadron pilots and ground crews scheduled to operate the new aircraft in the fleet.



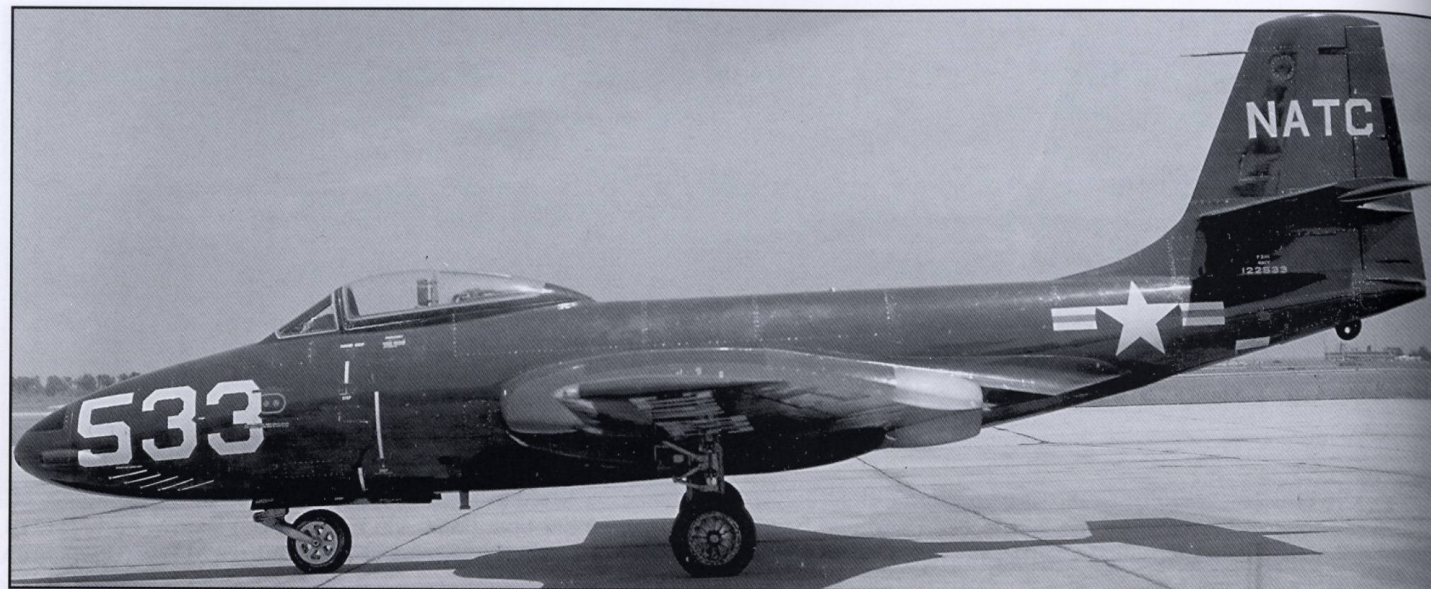


Above and below, F2H-1 BuNo 122531 on CVB-42 on 10 May 1949. Note raised barrier guard in the above photo. (H. G. Martin via Jim Hawkins) Bottom, with tail hook down, 122531 awaits its next launch on CVB-42 on 10 May 1949. (USN via Fred Roos)

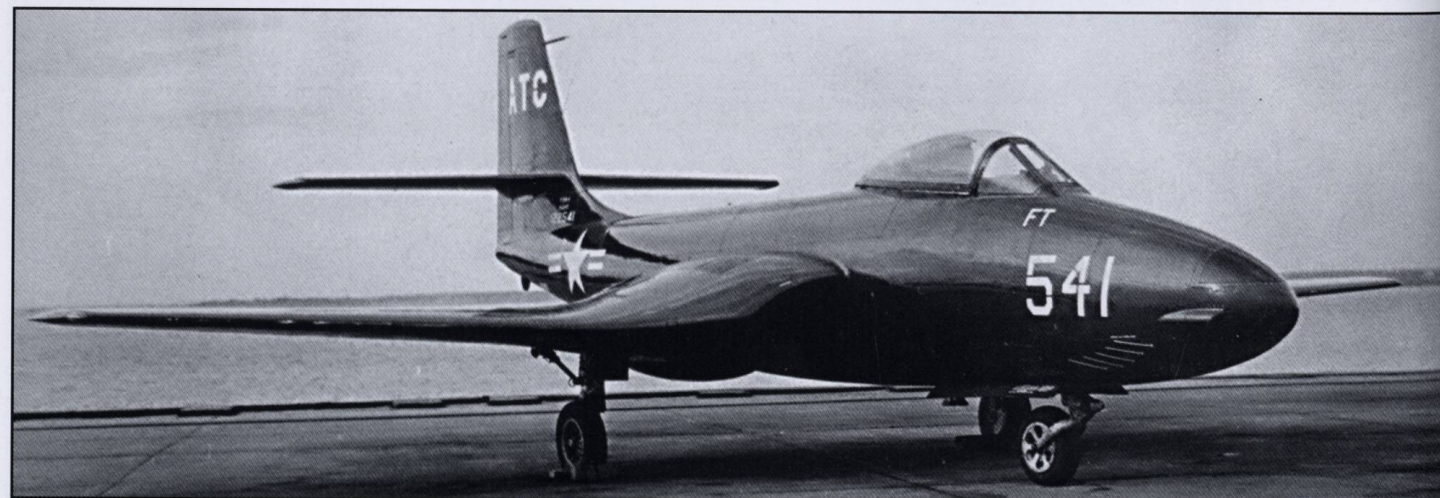
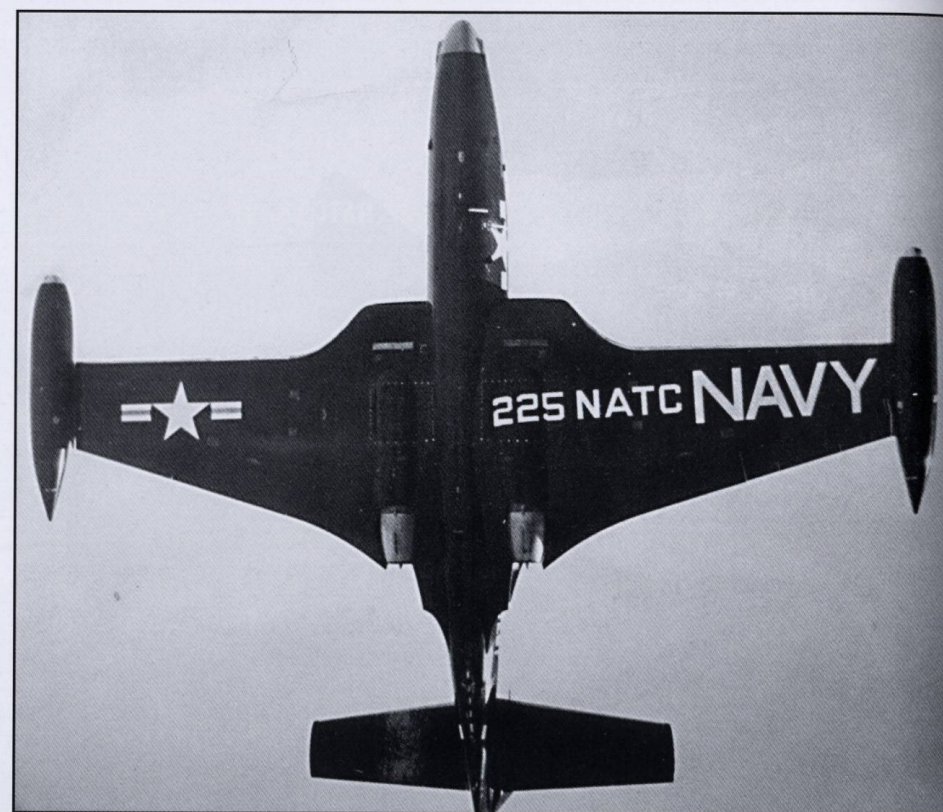
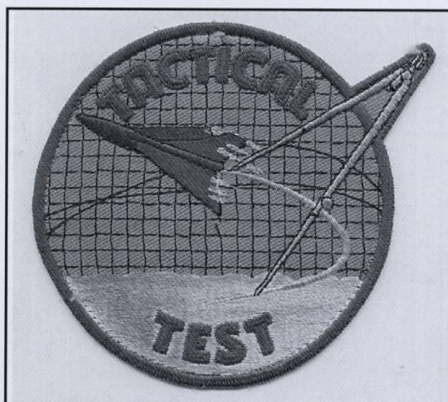


Above, NATC F2H-2N BuNo 123301 on 16 September 1950 was assigned to Tactical Test (TT). Note fresh bare metal panels aft of the radome and forward of the windscreen and two bare metal fuselage scoops. (MDC via F. W. Roos) Below, early jets at NATC on 30 August 1950: F6U-1 BuNo 122481, F9F-2 BuNo 123018, F2H-2 BuNo 123222, and F7U-1 BuNo 124415. (USN)

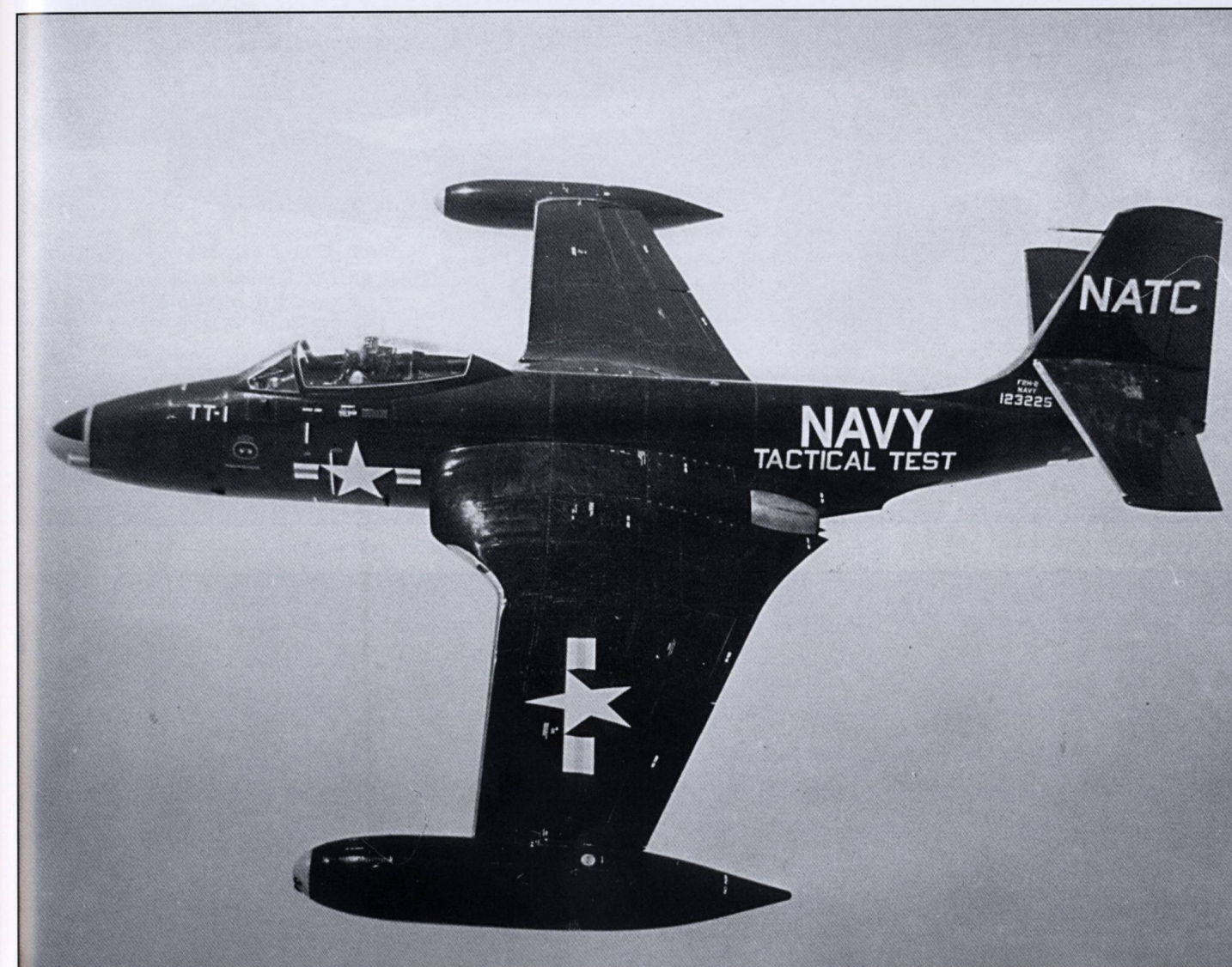


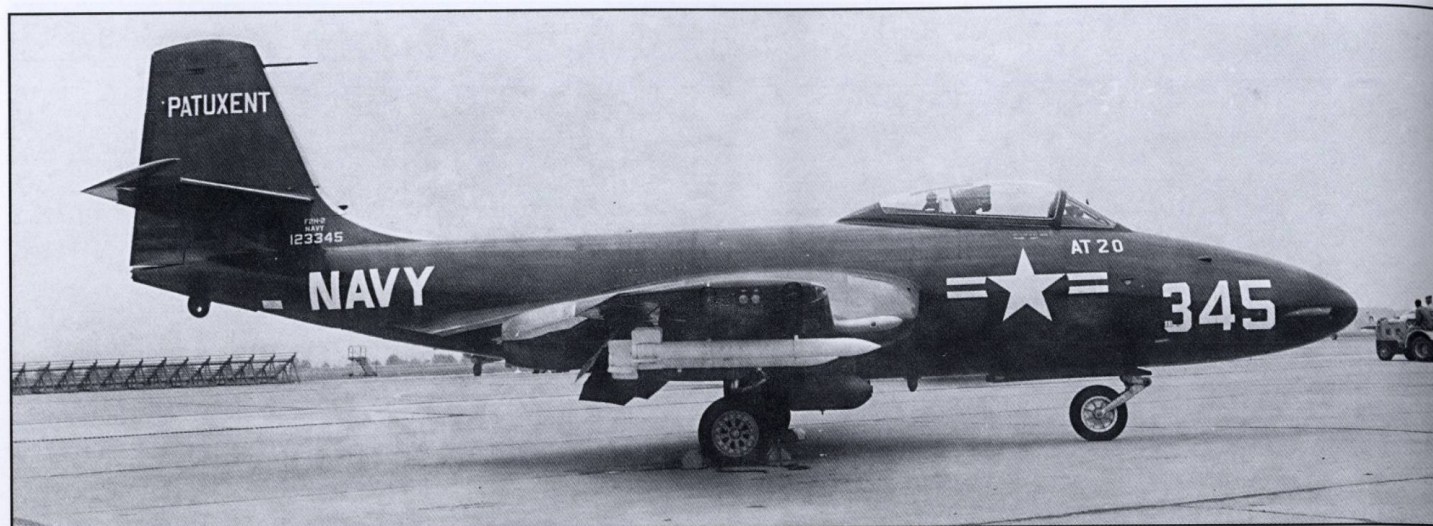


Above, NATC F2H-1 BuNo 122533 at NAS Patuxent River on 1 June 1949. Production aircraft were delivered with silver landing gear. (National Archives) At right, NATC F2H-2 BuNo 123225 on 6 January 1950 with red nose was assigned to Tactical Test (TT). Wing and tail group leading edges were natural metal. (National Archives) Bottom, NATC F2H-1 BuNo 122541 at Pax River on 17 March 1950 was assigned to Flight Test. (National Archives)

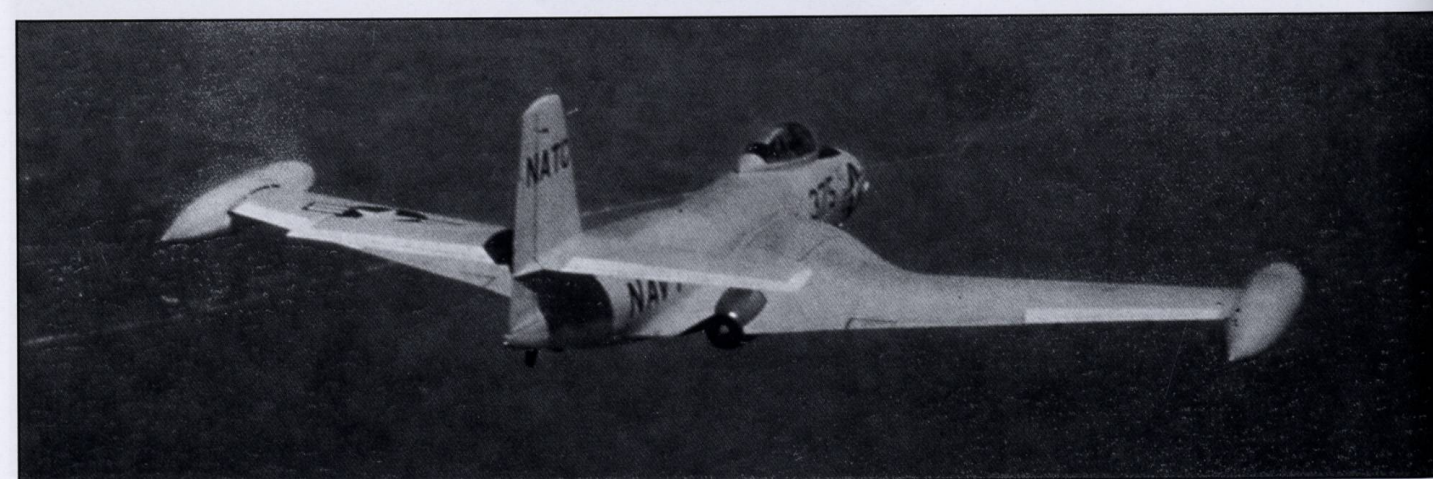
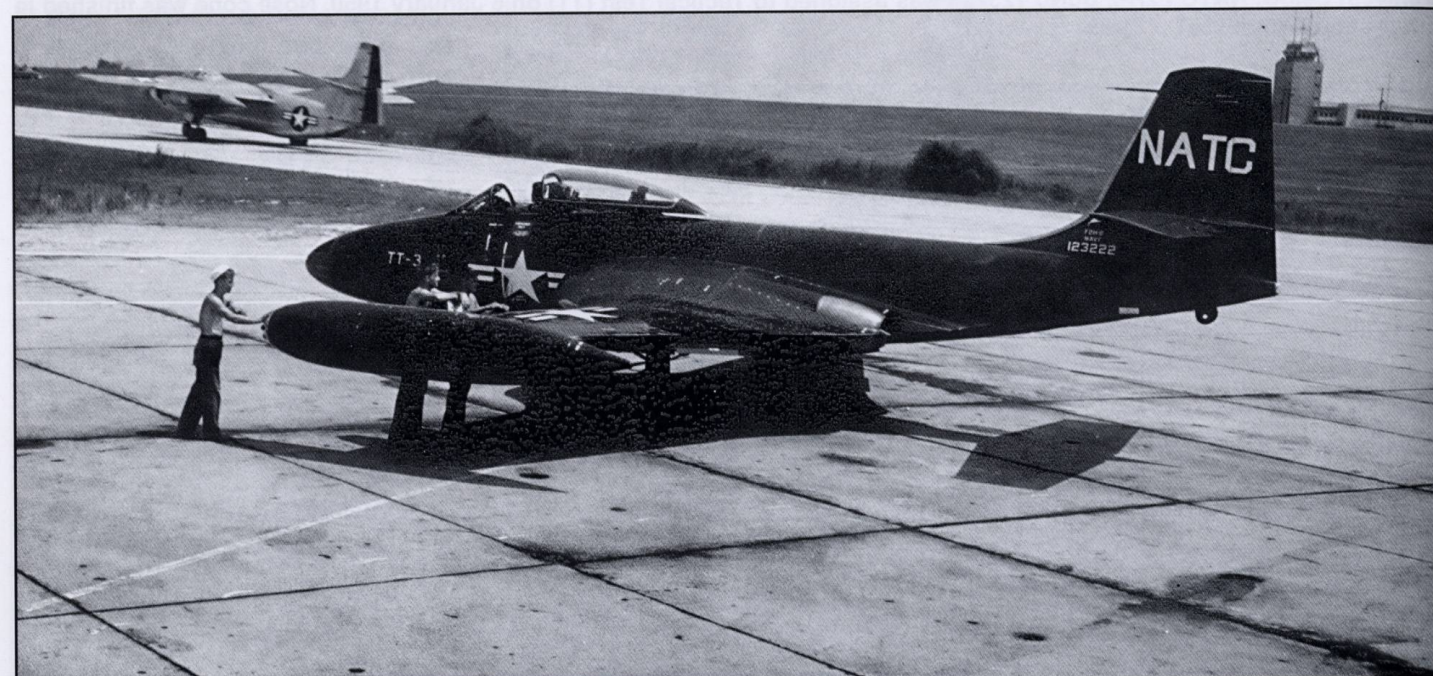


Above, NATC F2H-2 BuNo 123205 was assigned to Flight Test (FT) at NAS Patuxent River, MD, on 23 April 1950. (National Archives) Below, NATC F2H-2 BuNo 123225 was assigned to Tactical Test (TT) on 6 January 1950. Nose cone was finished in red. (National Archives)

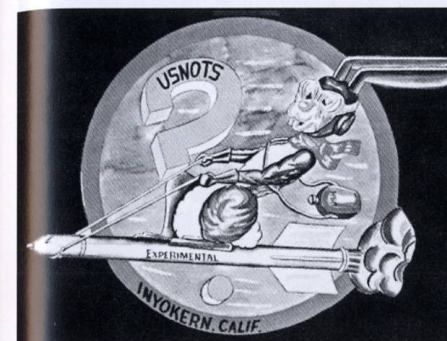




Above, NATC F2H-2 BuNo 123345 seen with rockets and bombs, was assigned to Armament Test Division (AT). (Robert O'Dell collection via Fred Roos) Below, TT-3 F2H-2 BuNo 123222 was assigned to Tactical Test Division. Note that an AJ-1 Savage is taking off in the background. (National Archives) Bottom, NATC F2H-2 BuNo 123375 in grey and white scheme. (Robert S. Blake via Fred Roos)

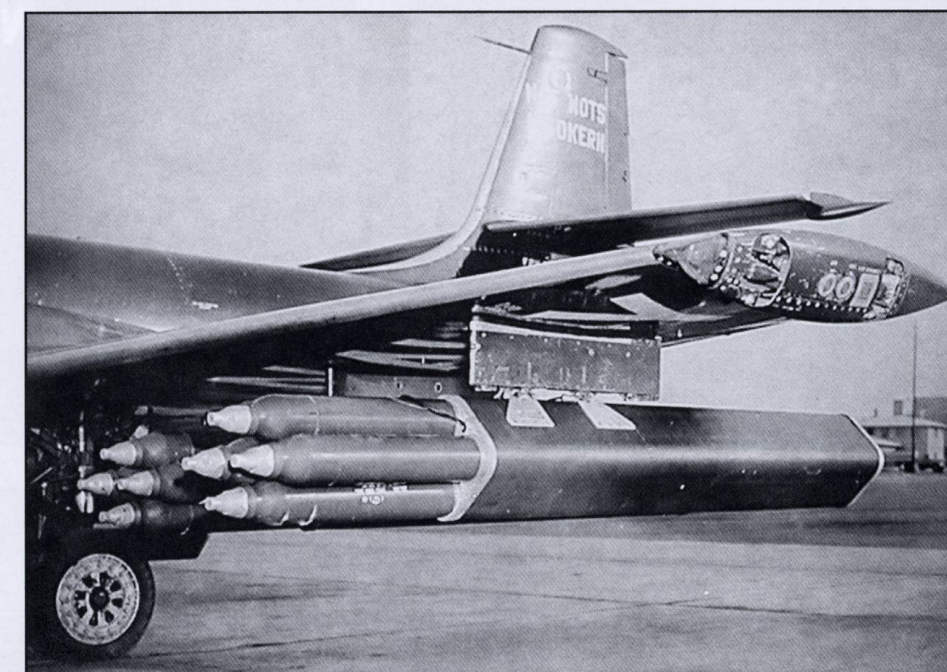
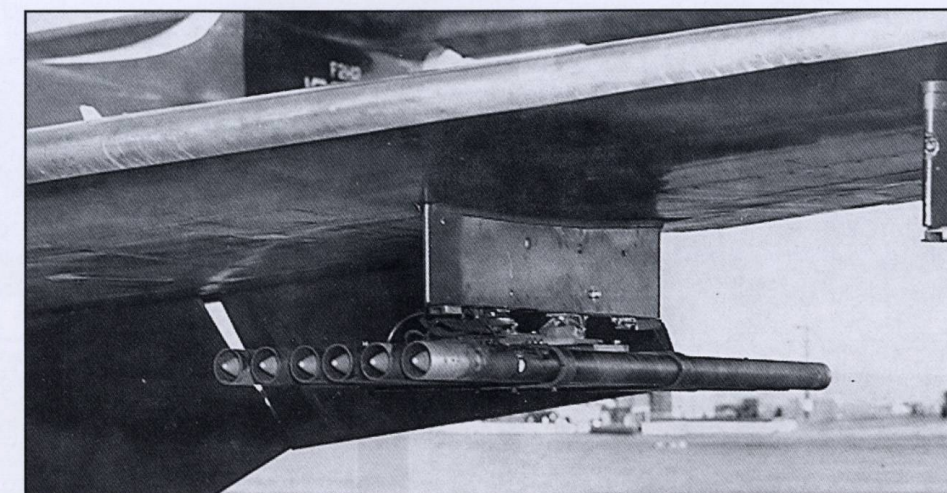


NOTS INYOKERN, CALIFORNIA

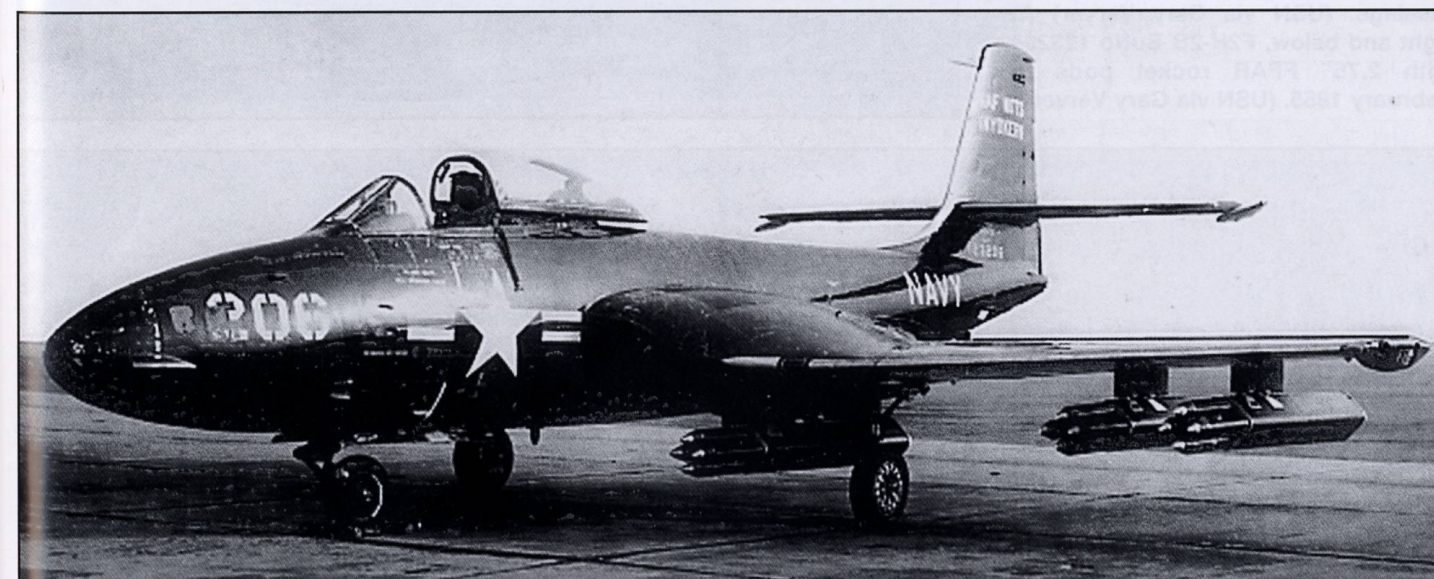


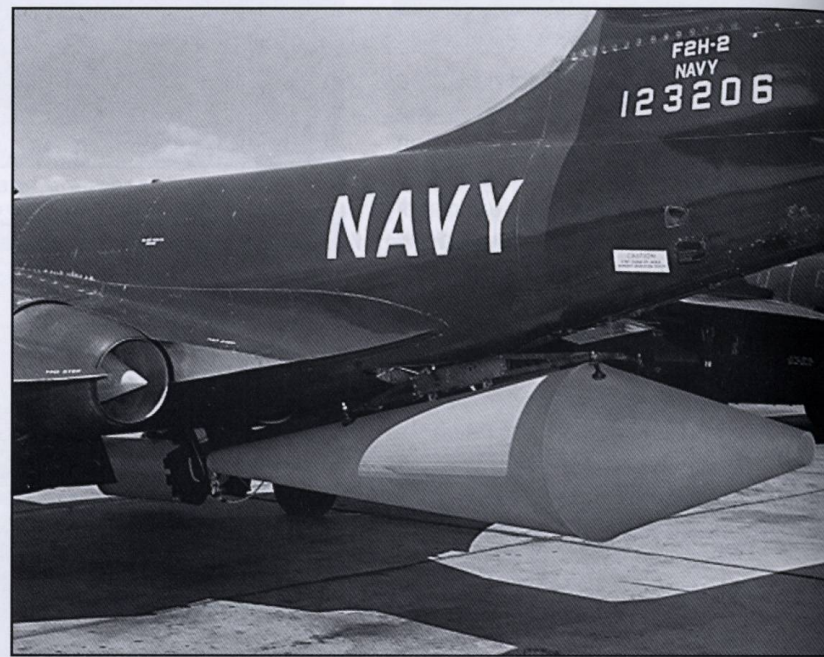
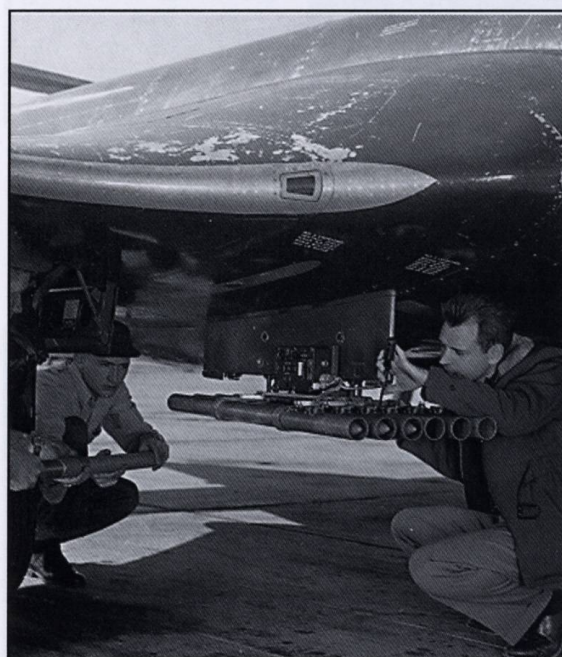
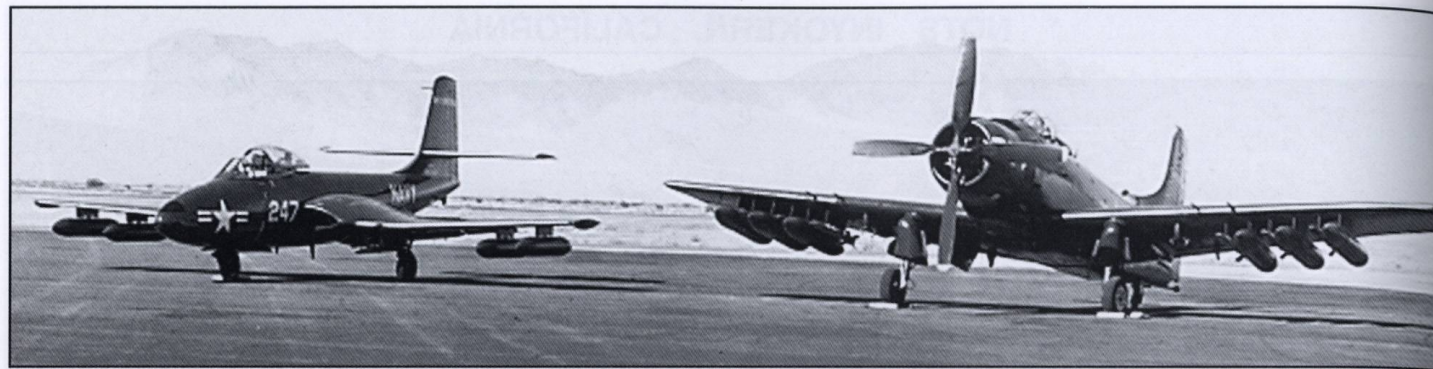
The Naval Air Facility, China Lake, CA, provided support to the Naval Ordnance Test Station (NOTS), China Lake, for research, development, test and evaluation of guided missiles, aircraft weapons delivery systems, aircraft rockets and rocket launchers, aviation fire control systems, and underwater ordnance.

The Banshee was one of the work horses at China Lake throughout the '50s.



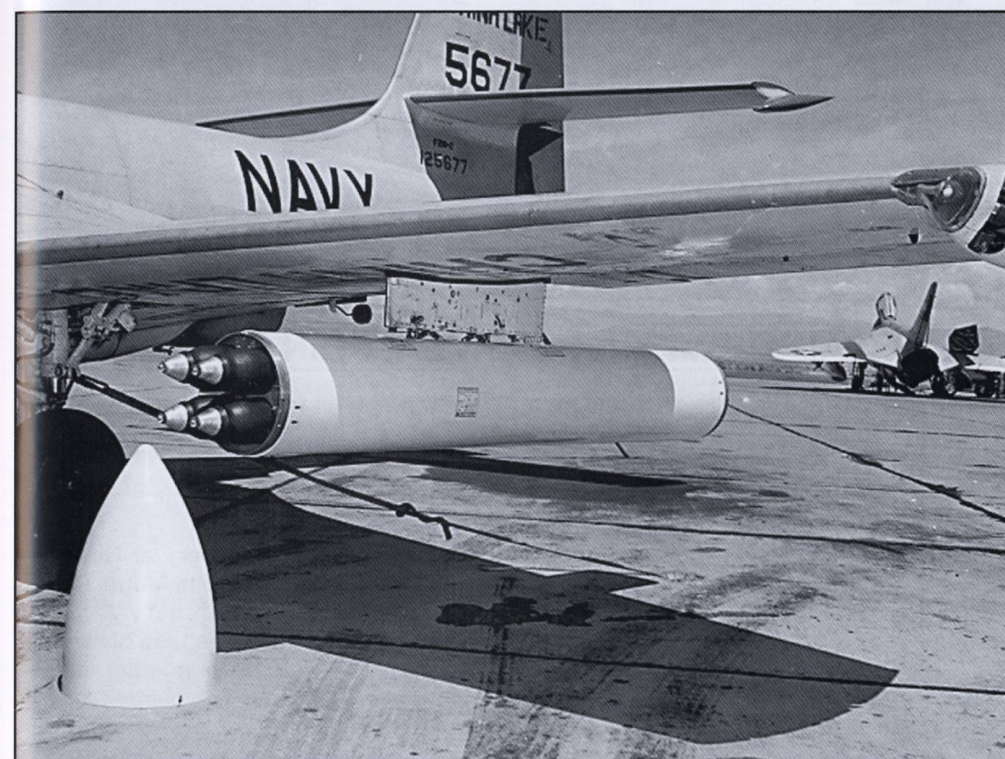
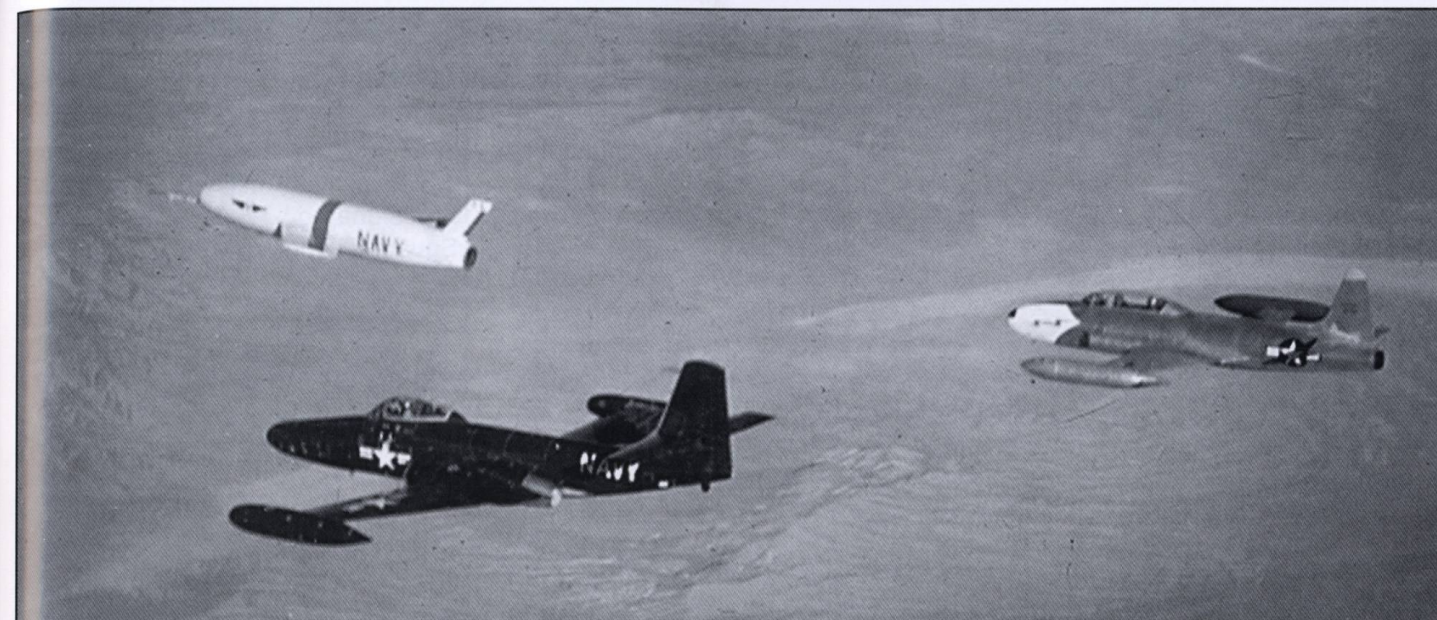
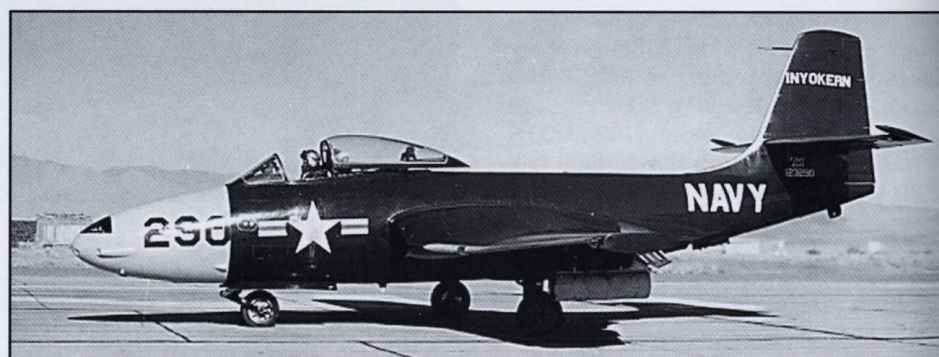
Above right, F2H-2 BuNo 123206 fitted with six folding fin unguided rockets in tubes under each wing. (USN via Gary Verver) At right and below, F2H-2 BuNo 123206 fitted with six four-tube Zuni rocket pods. Note NAS NOTS INYOKERN painted on the vertical tail. (USN via Gary Verver)





NOTS INYOKERN

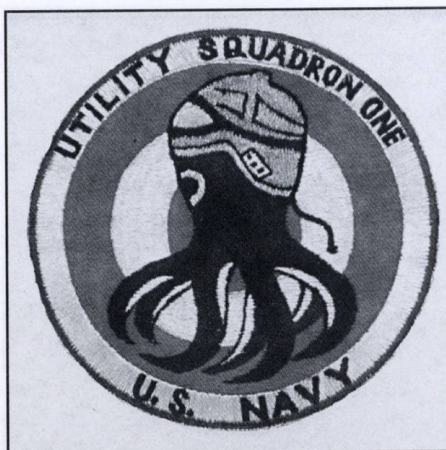
At top, F2H-2 BuNo 123247 with rocket pods. (USN via Gary Verver) Above, F2H-2B BuNo 123290 with folding fin rocket tubes. (USN via Gary Verver) Above right, F2H-2 BuNo 123206 with an unknown target fitted to the aft fuselage. (USN via Gary Verver) At right and below, F2H-2B BuNo 123290 with 2.75" FFAR rocket pods in February 1955. (USN via Gary Verver)



NOTS INYOKERN

Above, F2H-2P and T2V-1 shadow a Regulus missile over the Mojave desert. (USN via Gary Verver) At left, grey and white F2H-2 BuNo 125677 in 1957 with finalized Zuni pod under the wing. Note da-glo rudder and elevators and F4D-1 Skyray in the background. (USN via Gary Verver) Below, F2H-2 BuNo 125677 with a Delmar target in tow in 1957. (USN via Gary Verver)



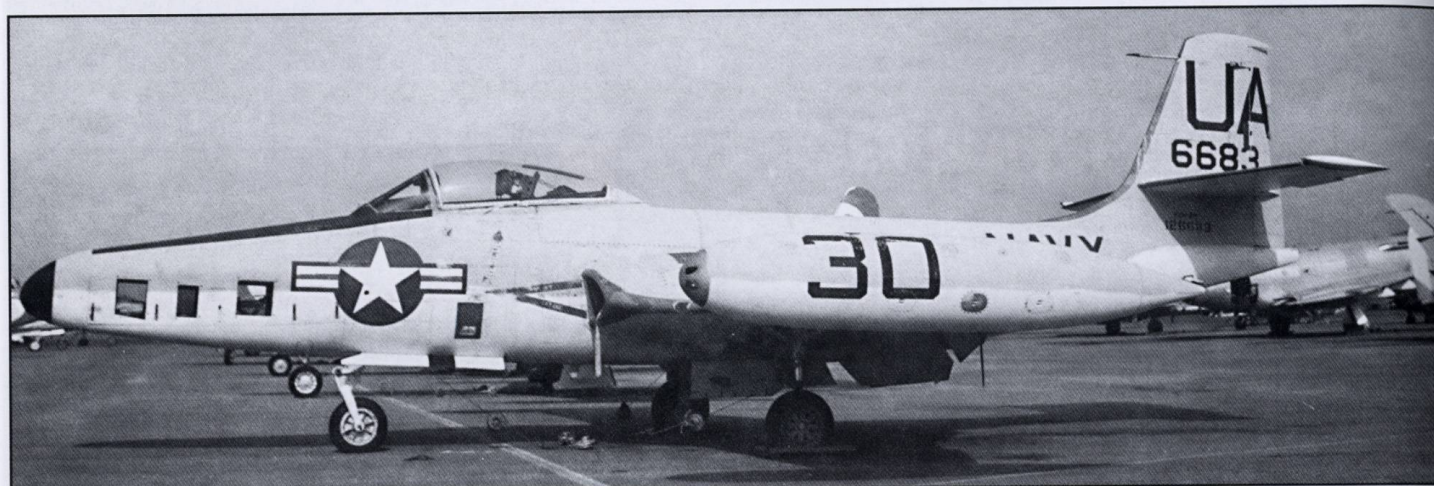


UTILITY SQUADRON ONE, VU-1 "UNIQUE ANTIQUERS"

VU-1 was re-established (the first VU-1 was in service from 31 July 1944 through 18 November 1946) at NAS Barbers Point, T. H., on 20 July 1951, from the VU-7 detachment already stationed there. The squadron was originally equipped with five JD-1s (A-26s), five TBM-3Us, and one SNB-2P. The F9F Panther arrived in 1953 and was uti-

lized through 1957. The squadron provided fleet utility services until redesignated Fleet Composite Squadron One (VC-1) on 1 July 1965.

F2H-2P VU-1 BuNo 126683 at NAS North Island, CA, on 30 January 1960. (Harry Gann)



NAVAL AIR MISSILE CENTER, POINT MUGU, CA.

The Naval Air Missile Test Center was established on 1 October 1946 at NAS Point Mugu, CA. The basic mission of the test center is to take new and existing missile systems and to develop and refine their usage so they can be integrated into the fleet.

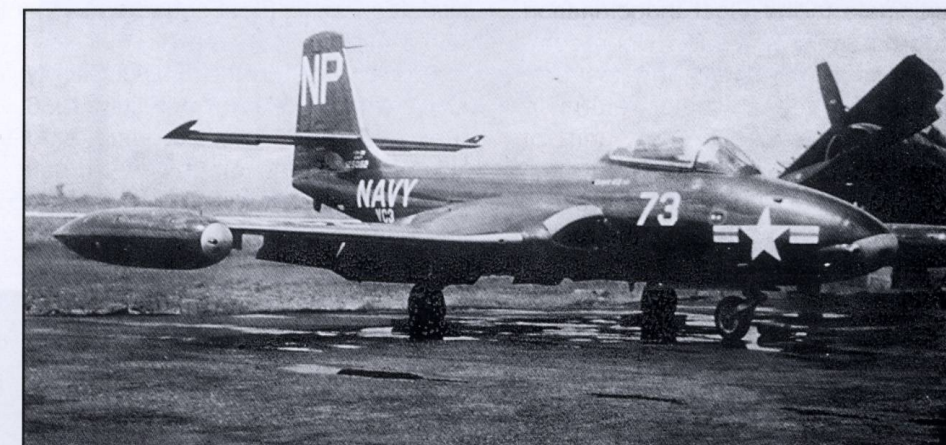
For a short period of time, the Naval Air Missile Test Center utilized an F2H-2P photo Banshee as a

chase plane for the Regulus program.

Below, Regulus recovery at Naval Air Missile Test Center Point Mugu, CA, on 3 November 1950 with a TV-2 control aircraft and a F2H-2P chase plane. The Banshee has a nose number of 683 and has POINT MUGU painted on the tail. (USN)



FLEET COMPOSITE SQUADRON THREE, VC-3, NAS MOFFETT FIELD, CA



VC-3 was established on 2 May 1949, from Detachment One, Fleet All-Weather Training Unit, Pacific (FAWTUPAC). The squadron transferred from NAS North Island to NAS Moffett Field, CA, in October 1949. At Moffett, the unit flew F6F-5Ns, TBM-3E/3Ns, an AD-2Q, and an SNB-5.

VC-3 was tasked with the mission

of providing attack (including special weapons) and night fighter detachments to the Pacific Fleet. To fulfill its mission, the unit received F4U-5Ns and F8F-1Ns. On 30 November 1950, the F3D-2 arrived followed closely by the F2H-2B and the F2H-3 Banshees.

In August 1954, VC-3 took on the added mission of training new

Above, VC-3 F2H-2B BuNo 125062 in the Korean theater. Nose area and leading edges were natural metal. (via Burger) Below, VC-3 F2H-3 BuNo 126302, F2H-2 BuNo 123219 (white nose & da-glo tip tank undersides) and F3D-2 in flight on 15 December 1952. (National Archives)

squadron personnel in the Navy's



new high performance aircraft. Six officers and 36 enlisted men would participate in the Fleet Indoctrination Program (FIP) at NATC. Upon completion of the 600 hour flight test program, the team would return to Moffett to train a core unit of squadron pilots, usually the CO or XO, ops officer and maintenance officer, who in turn would train the rest of

the squadron. In 1954, the FJ-3, F7U, and F9F-6 were received to train transitioning Pacific Fleet squadrons.

In April 1956, the F4D-1 Skyray arrived at VC-3 and on 1 July 1956 the squadron was redesignated VF(AW)-3. Three other new aircraft were operated by VF(AW)-3 prior to its disestablishment on 2 May 1958.

These were the F3H Demon, F8U Crusader and the A4D Skyhawk.

Below, VC-3 squadron spaces at Moffett on 15 October 1952. Photo shows 3-F6Fs, 4-F4Us, 2-F3D-2s, and 5-F2H-2/2B Banshees. (National Archives)



AIR DEVELOPMENT SQUADRON THREE, VX-3, NAS ATLANTIC CITY, NJ



VX-3 was established on 20 November 1948 by the merger of VF-1L and VA-1L from CVLG-1. CDR W. H. Kingsley, former CO of CVLG-1, took command of the new squadron. Late in 1949, VX-3 received its first jets, the FH-1 Phantom and F2H-1 Banshee. In June 1951, CAPT Gaylor (CO) and LT Reit made the first two jet landings aboard a CVL (USS Wright) in squadron F2H-2s. Based



Above, VX-3 F2H-3, F2H-2, and F2H-2P Banshees in flight with a VX-3 Skyraider. (USN via R.J. Donaldson via Tailhook) Below, VX-3 F6U, FH-1 (111757) and F2H-1 (123008) near NAS Atlantic City, NJ, in February 1950. (National Archives)





on this initial test, it seemed feasible that jets could operate from CVLs. To further test these conclusions, VX-3 repeated the test with a variety of jet types.

Because of the squadron's mission, VX-3 flew every type of fighter and attack aircraft in the Navy's inventory. The squadron's main mission was threefold: to evaluate new and already existing naval aircraft, airborne equipment and methods; recommend methods for the most effective tactical

employment of aircraft and equipment; and to recommend training procedures and countermeasures for these aircraft and methods.

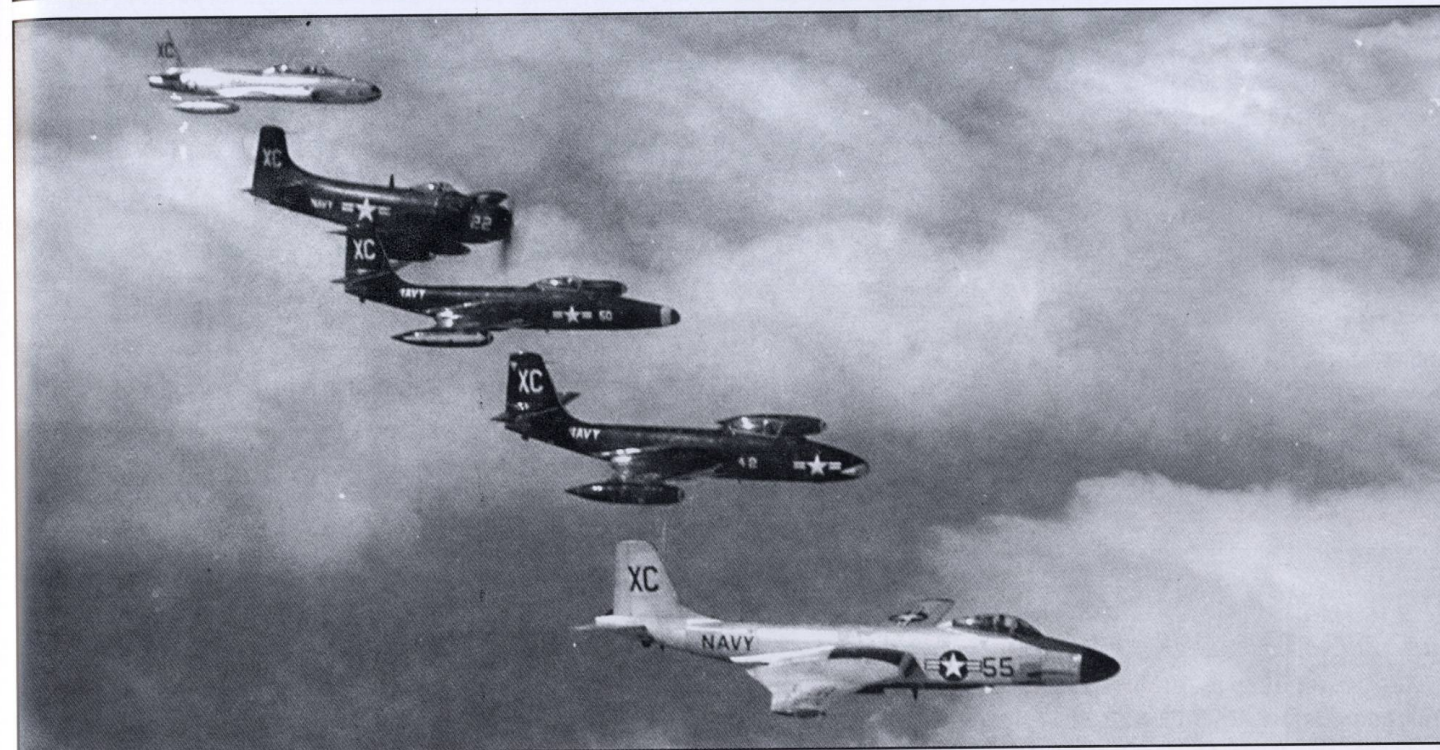
The squadron lost at least two Banshees. F2H-2 BuNo 123269 was lost on 17 May 1950 while rehearsing for an Armed Forces Day Air Parade. The pilot, CDR Lemuel D. Cooke, died in the nose-down spiral crash. F2H-2B BuNo 125681 was lost on a test hop during a loop while piloted by LTJG J. H. Stephenson on 16 June 1953. The

Above, VX-3 F2H-2 BuNo 125026 flown by LCDR Vescovie landed with faulty main gear at NAS Atlantic City, NJ, on 11 March 1953. Nose flash was red. (USN via Arthur R. Pierce/Robert Donaldson via Tailhook) Below, VX-3 F4U-5s and F2H-2s during carrier trials in 1950. (USN by W.F. Speidel via Tailhook)

pilot ejected at 4,000 feet and survived with minor injuries.



VX-3 F2H-2Ps from NAS ATLANTIC CITY, NJ

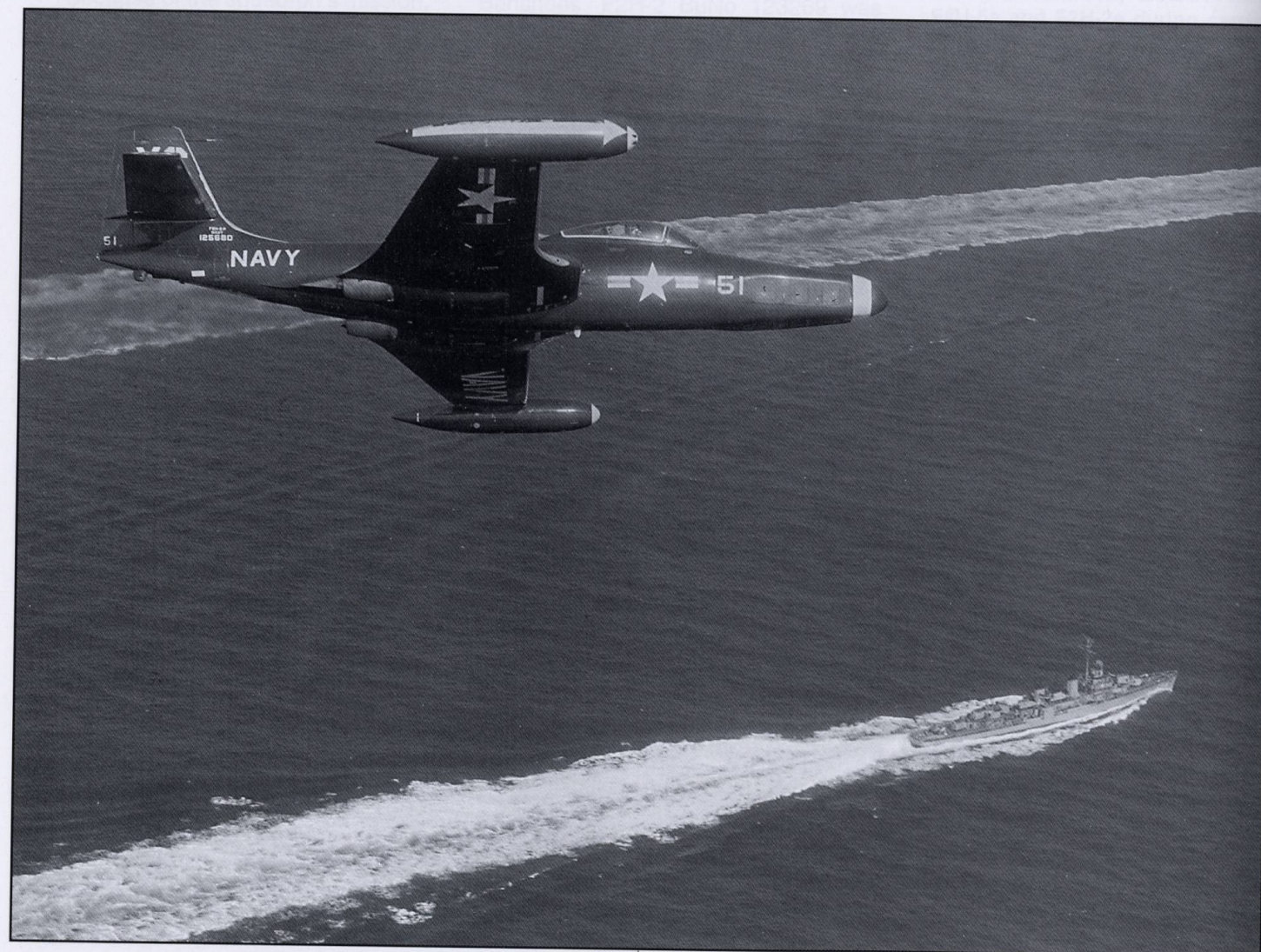


Above, VX-3 aircraft bottom to top; F2H-3, F2H-2, F2H-2P, AD-2 and TV-2. (USN Courtesy Robert J. Donaldson via Tailhook) Below, VX-3 F2H-2P BuNo 125075 on display during Armed Forces Day in May 1954 at NAS Atlantic City, NJ. (National Archives)





Above, VX-3 F2H-2P BuNo 125075 in flight with tip tank red arrows outlined in white. (USN Courtesy Robert J. Donaldson via Tailhook) Below, VX-3 F2H-2P BuNo 125680 in flight during carrier operations. (USN via Tailhook)



COMPOSITE SQUADRON FOUR, VC-4 "NIGHTCAPPERS"



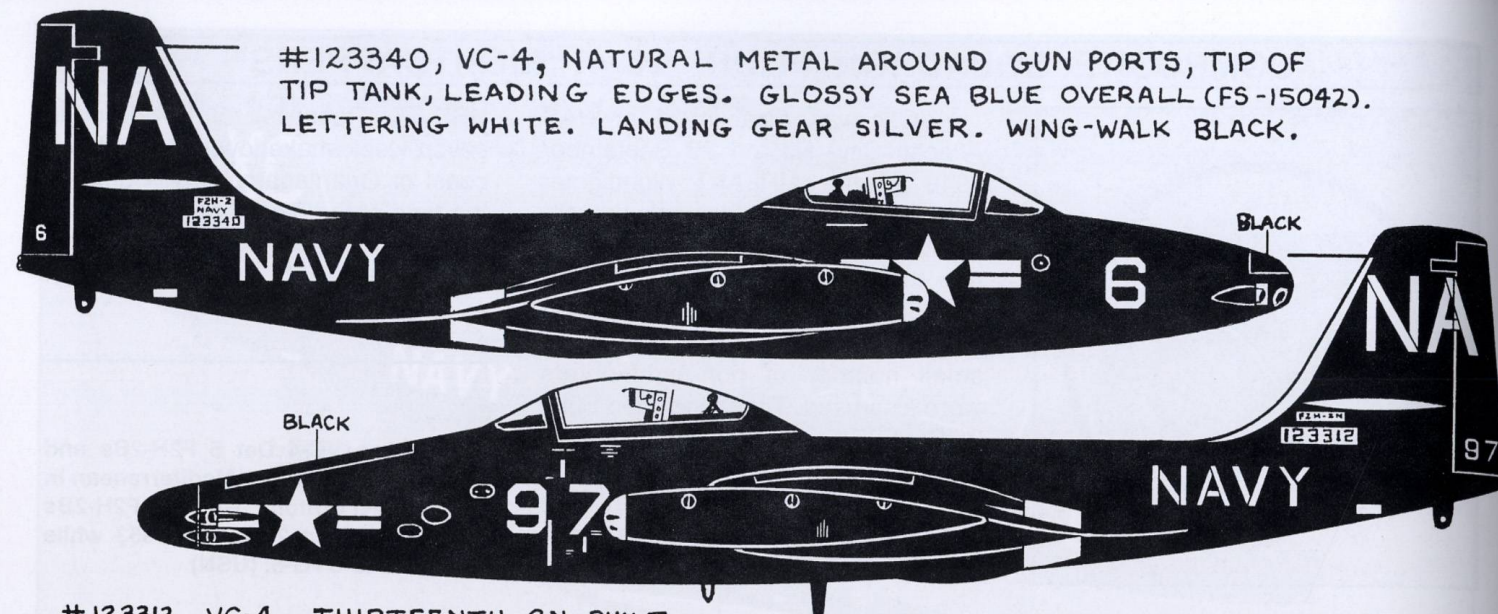
VC-4 was established at NAS Atlantic City, NJ, on 28 September 1948 as the AIRLANT nightfighter squadron which would supply detachments to deployed carriers. In this role the unit's primary aircraft were F4U-5N/NL Corsairs, F2H-2N/-3/-4 Banshees, and F3D-2 SkyKnights. A small number of non-nightfighters were also used. These included F2H-2/2Bs, F9F-5s and F6F-6s.

The squadron's F2H-2Ns were first operated at night from a carrier in October 1950. They were aboard the

USS F.D. Roosevelt (CVB-42), for its seven-week shakedown cruise off the coast of Guantanamo Bay, Cuba. At the time of the deployment, the VC-4 training syllabus consisted of 80-hours in daylight and 55-hours in

Below, two VC-4 Det 5 F2H-2Bs and three F3D-2s over the Mediterranean in 1953. (USN) Bottom, two VC-4 F2H-2Bs over Greece on 28 March 1953 while assigned to CVG-6. (USN)





#123312, VC-4, THIRTEENTH 2N BUILT.

night operations before a pilot was released for fleet nightfighter service. Both day and night phases were divided into familiarization, navigation, tactics, instruments, gunnery, bombing, and field carrier landing practice.

Squadron F2H-2B Banshees (nuc capable) and F4U-5N Corsairs deployed to the Med as part of CVG-

17 aboard the USS Coral Sea (CVB-42) from 9 September 1950 through 1 February 1951. Det 6 took its Banshees and Corsairs back aboard the Coral Sea as part of CVG-4 from 19 April through 12 October 1952. Det 5 F2H-2B Banshees and F3D-2 SkyKnights deployed to the Mediterranean aboard the USS Midway (CVA-41) from 1 December 1952 through 19 May 1953. Det 44

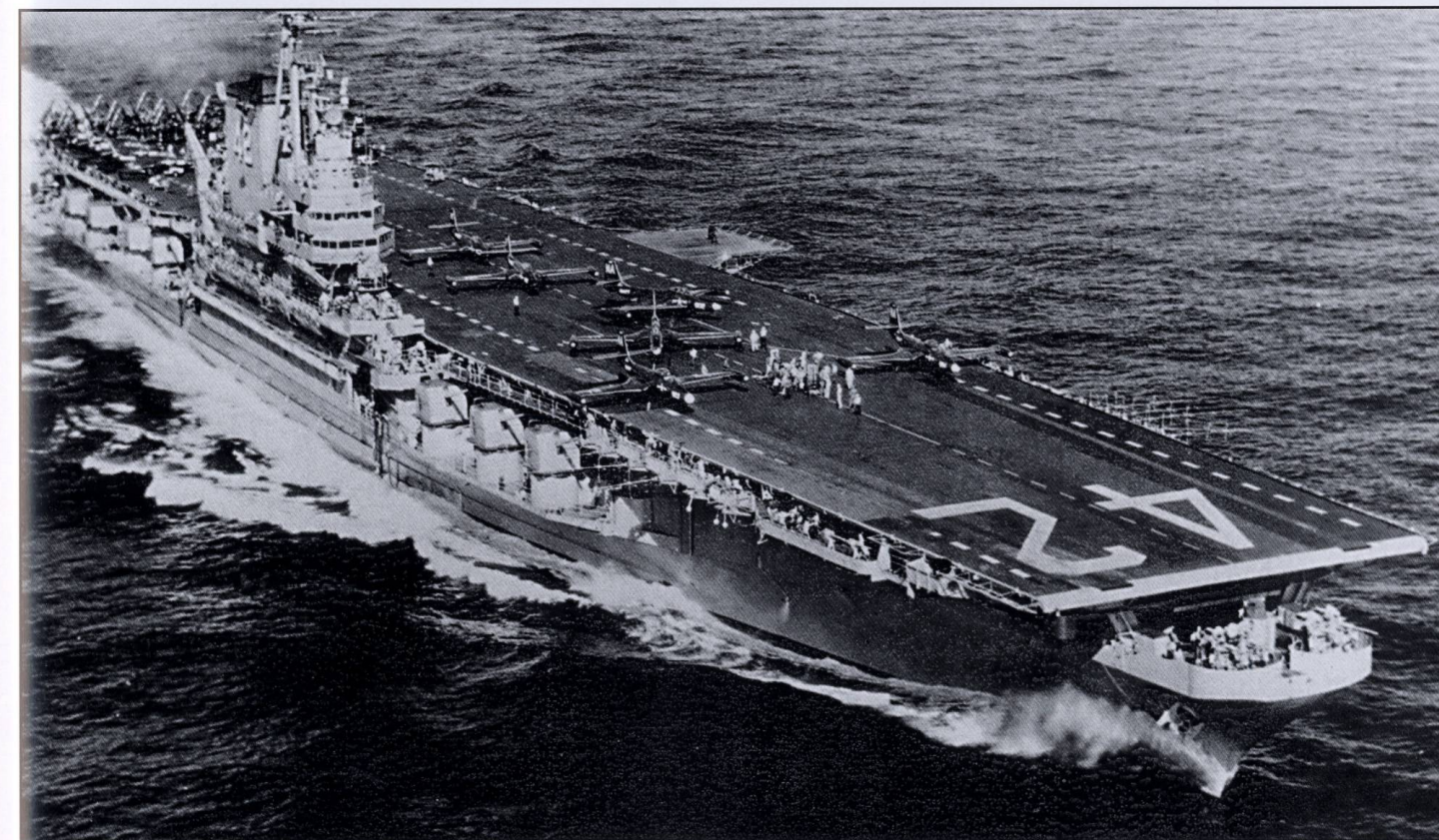
Below, VC-4 F2H-2B BuNo 125659 at NAAS Oceana, VA, on 18 December 1952 with CVG-17's two jet fighter squadrons VF-171 and VF-172 prior to loading aboard CVA-42 for Operation Main Brace. (National Archives)

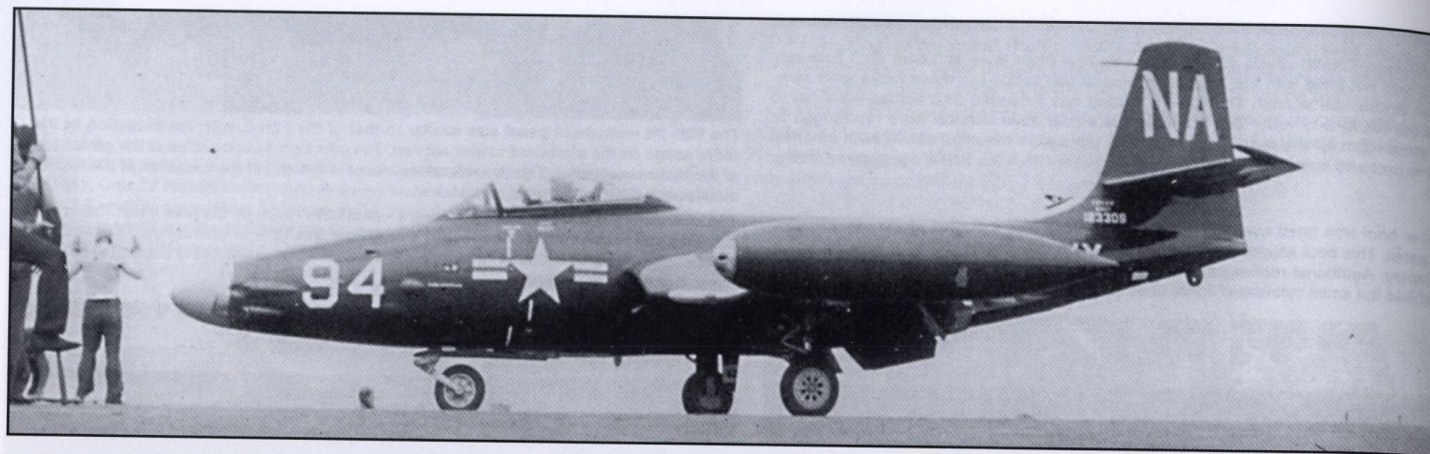
also deployed with F2H-2Bs and F3D-2s to Korea aboard the USS Lake Champlain (CVA-39) from 26



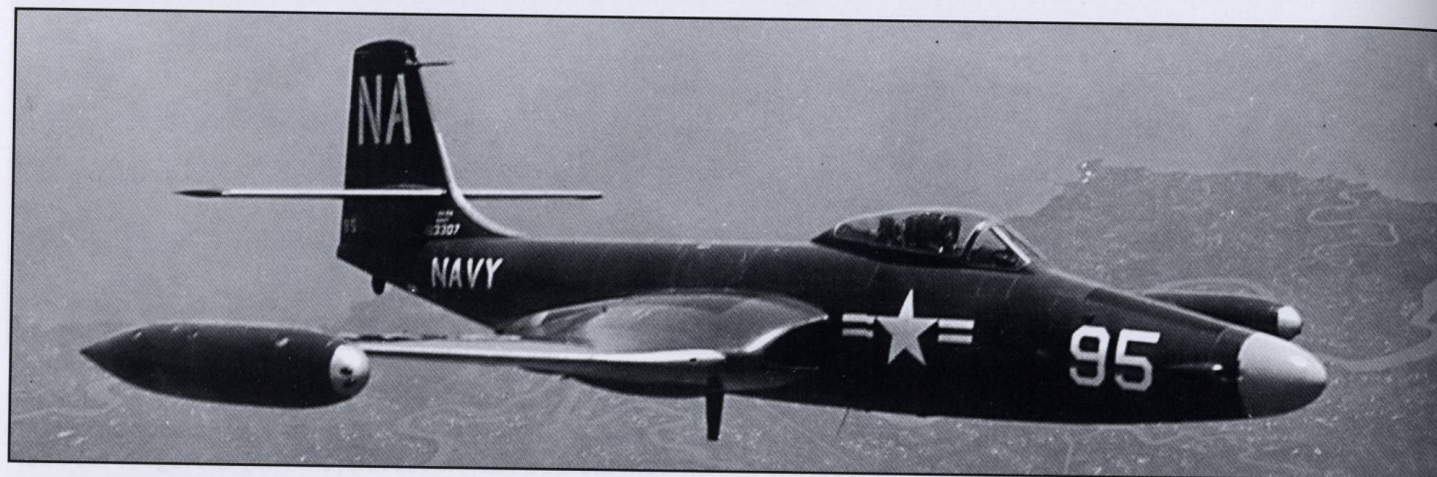
April through 4 December 1953 as part of CVG-4. The squadron was redesignated VF(AW)-4 on 2 July 1956. The unit was disestablished in July 1959.

Above, VC-4 F2H-2N in flight during 1950. Radome was light grey. (Hank Winter via Warren Thompson) Below, four VC-4 F2H-2Ns and two F2H-2Bs prepare to launch from the USS F.D. Roosevelt (CVA-42) in August 1954 during a deployment to the Mediterranean. (National Archives)

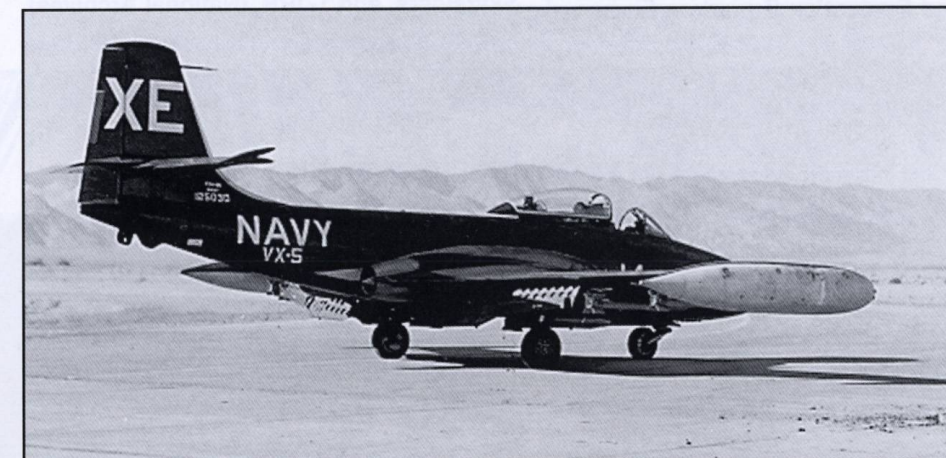




Above, VC-4 F2H-2N BuNo 123308 taxis on the USS Essex (CV-9). (USN) Below and bottom, VC-4 F2H-2N BuNo 123307 in flight. (USN via Fred Roos and USN)



AIR DEVELOPMENT SQUADRON FIVE (AIRDEVRON FIVE), VX-5 "VAMPIRES"

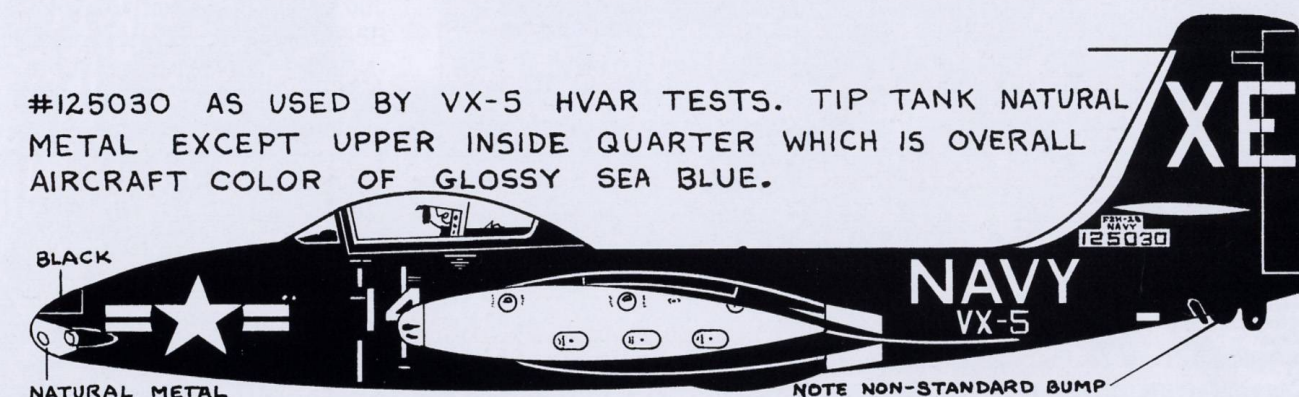


Above, F2H-2B BuNo 125030 at NAF Inyokern. (via Gary Verver) Bottom, VX-5 F2H-2s in flight at 8,000 feet off the coast of Santa Cruz, CA, on 13 March 1953. Tip tank trim was da-glo red. (National Archives)

Originally known as Air Development Squadron Five, VX-5 was established on 18 June 1951 at NAS Moffett Field, CA. Initially, its mission was to develop and evaluate aircraft tactics and procedures for the

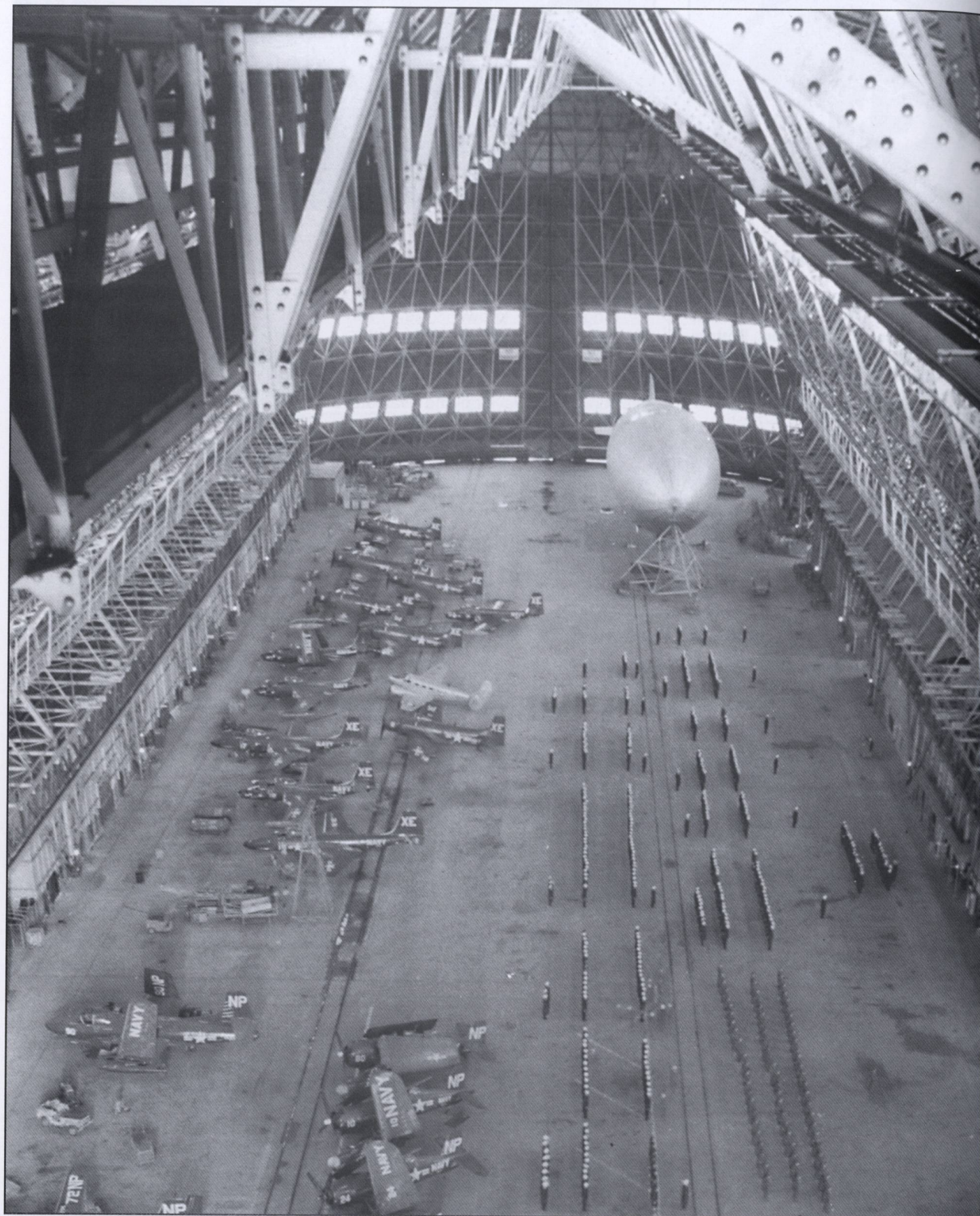
delivery of airborne special weapons. In July 1956, the squadron moved to NAF China Lake, CA, thereby enabling the unit to take advantage of the vastly improved ranges and technical facilities at China Lake in

#125030 AS USED BY VX-5 HVAR TESTS. TIP TANK NATURAL METAL EXCEPT UPPER INSIDE QUARTER WHICH IS OVERALL AIRCRAFT COLOR OF GLOSSY SEA BLUE.



January 1969. The unit's designation was changed to Air Test and Evaluation Squadron Five.

Below, VX-5 squadron spaces in hangar one at Moffett were shared by a Navy Blimp during a ceremony on 15 October 1952. Visible are 2-F2H-3s, 4-F2H-2/2Bs, 6-AD Skyraiders, and 1-JRB. (National Archives)



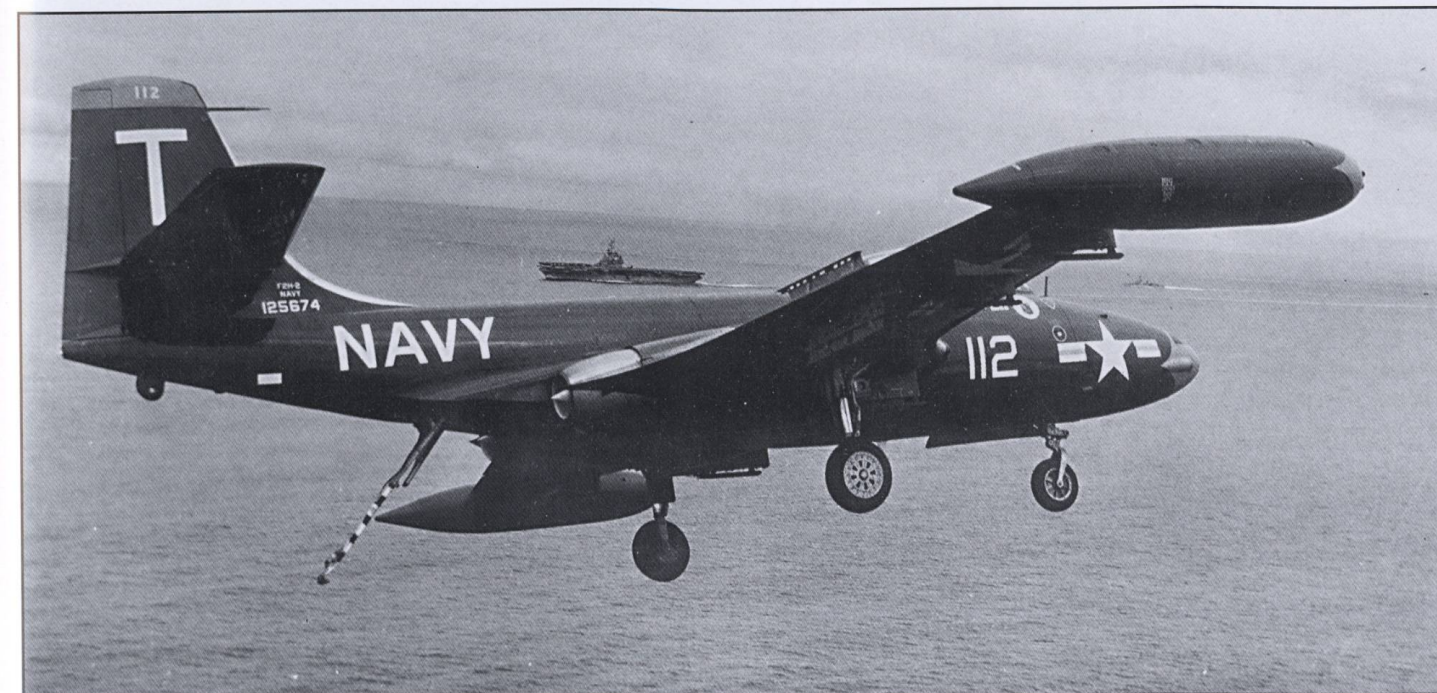
FIGHTER SQUADRON ELEVEN, VF-11 "RED RIPPERS"



VF-11 was established on 1 February 1927 as VF-5 at Hampton Roads, VA. The squadron started flying Curtiss F6C-3s then transitioned to: Boeing F3B-1s, F4B-1s, Grumman FF-1s, F3F-1s and were flying F4F-3s when WWII broke out. VF-5 became VB-5S (7-1-27), VF-5B (1-1-28), VB-1B (7-1-28), VF-5B (7-1-30), VF-5S (7-1-32), VF-5B (4-1-33), VF-4 (7-1-37), VF-41 (3-15-41), and then VF-4 (8-4-43). After the war, with F6F Hellcats, they became VF-1A on 15 November 1946. On 2 August 1948, the squadron was redesignated VF-11 and acquired the F8F Bearcat. In May 1950, they transitioned to the F2H-1 Banshee for a short period of time before receiving F2H-2s.



Above, two VF-11 pilots in 1950. (USN) Below, red trimmed VF-11 F2H-2 BuNo 125674 over CV-34 in 1950. Note rarely seen wing speed brakes were extended above and below the wing. (NMNA)





In August 1950, VF-11 set a new record for jets by flying 1,024.5 accident free hours in a single month during 24-days of flying. In late 1950, VF-11 became the first jet squadron to carrier qualify aboard the modernized USS Oriskany (CV-34) during its shakedown cruise.

The squadron's first Banshee deployment was to the Mediterranean aboard the USS Coral Sea (CVB-43)

from 20 March through 6 October 1951 as part of CVG-1. In May 1952, VF-11 joined Oriskany once more. The ship transited from the Atlantic to the Pacific around Cape Horn and VF-11 was honored as the first jet squadron to make that passage. Once on the West Coast, VF-11 was sent to Korea aboard the USS Kearsarge (CVA-33) as part of CVG-101 from 11 August 1952 through 17 March 1953.

Above, 1950 VF-11 squadron photo in front of its F2H-2 aircraft, (USN) Below, VF-11 crash on the USS Oriskany (CV-34). (NMNA)

For the Korean War deployment, CDR Denny Phillips was in command of VF-11 until his death in action on 23 January 1953. The XO, CDR L.E. Flint, took over and in February 1953,



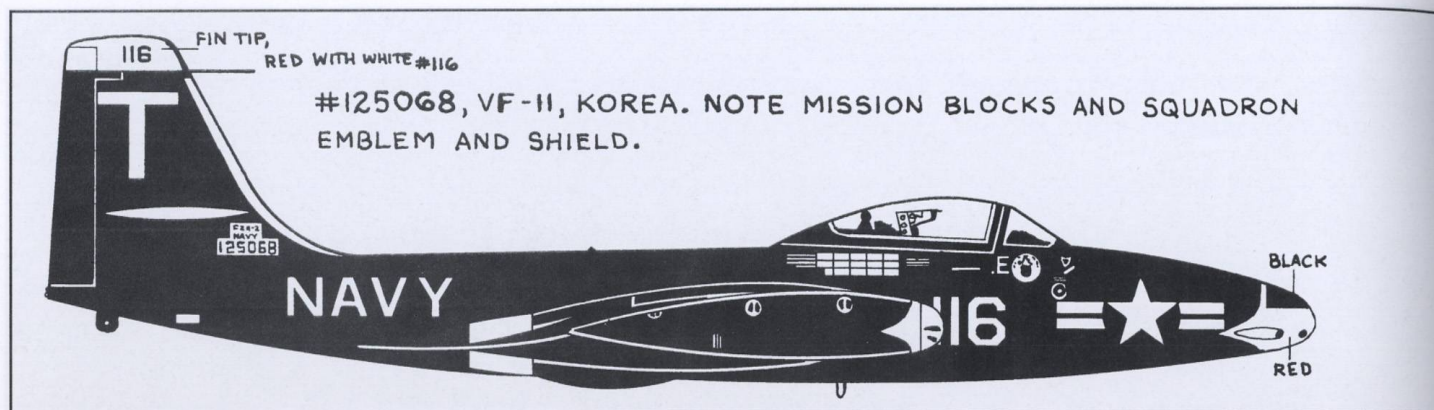
VF-11 Banshees leveled the North Korean village of Chung-Bojur-Ri after Navy photo-planes discovered it hiding a stash of heavy equipment. That same month, four Banshees led by LT W. B. Barrow attacked a military training school in the city of Anchon destroying several

buildings, the obstacle course and the drill field.

In late 1953, the squadron replaced its Banshees with F3D-2 SkyKnights. These were in turn replaced rather quickly with F2H-4 all-weather

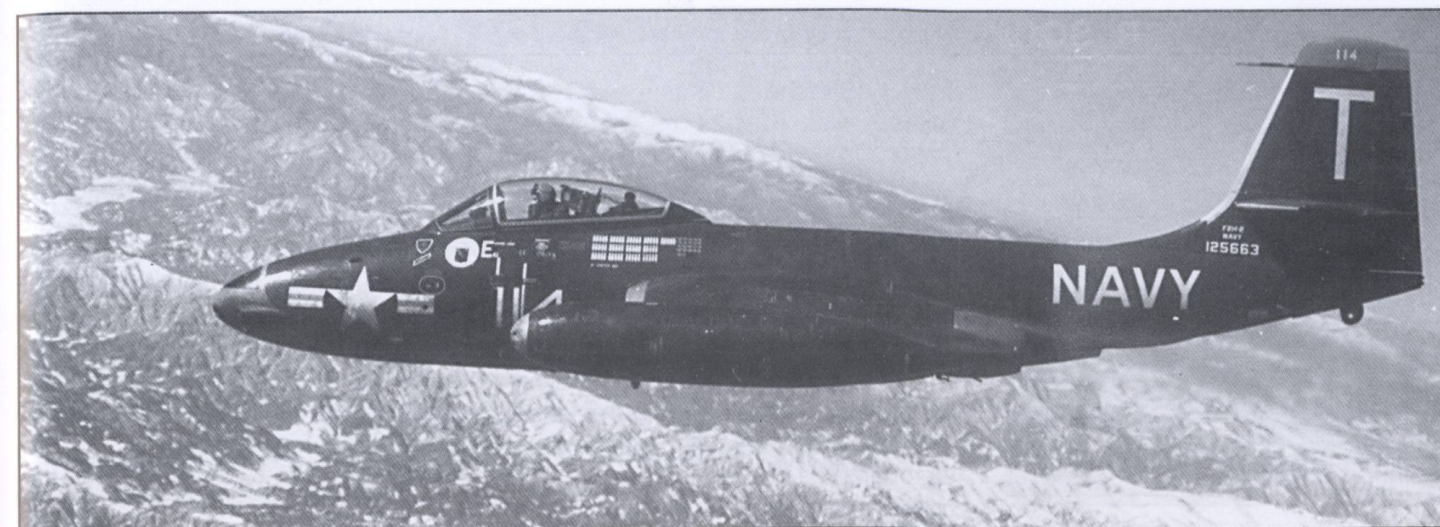
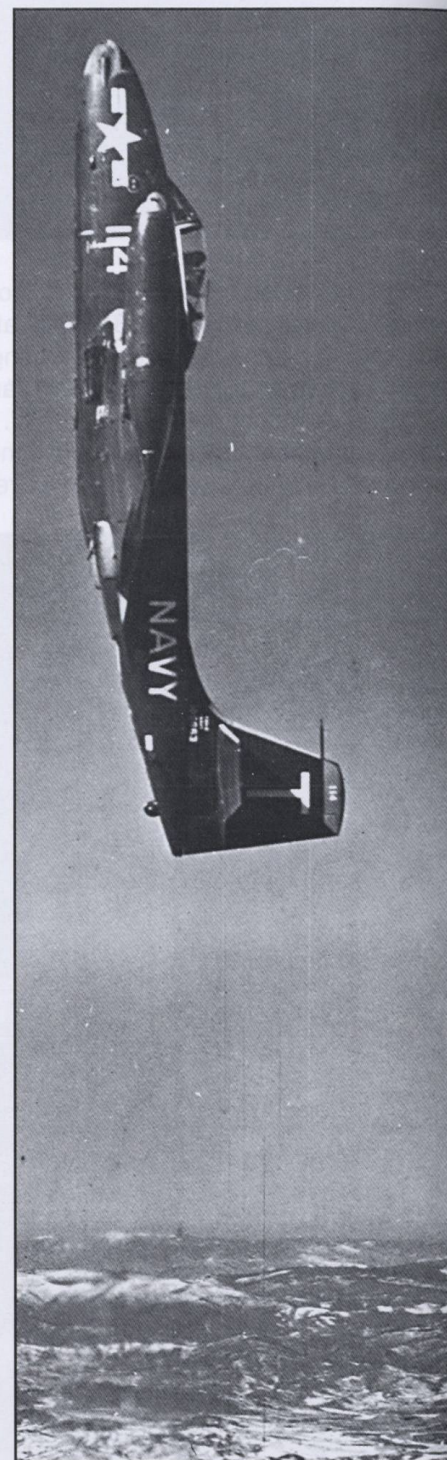
Above, VF-11 F2H-2 BuNo 125068 with 73 mission marks on the fuselage over Korea in 1952-53. (USN) Below, four CVG-101 VF-11 F2H2s over the USS Kearsarge (CVA-33) on 29 October 1952. (Naval Aviation History via Tailhook)





Banshees. On 28 February 1954, squadron complement was 12 F2H-4s and 1 F3D-2. The F2H-4s were temporarily replaced with F2H-2s in late 1955, with 9 being on strength on

Above, VF-11 F2H-2 BuNo 125663 flown by ENS Buffkin over Wonson on 20 October 1952. (USN) At right, VF-11 F2H-2 in a vertical climb in July 1953. (NMNA) Below, over Korea on 2 January 1953. (USN via Fred Roos)



Above, VF-11 BuNo 125663 over North Korea in November 1952. The aircraft has 65-mission marks and both the Air Group's insignia and squadron insignia on the fuselage side along with a battle efficiency "E". (NMNA) At right, LTJG Ed Gillespie hands over aircraft records for his F2H-2 with 91 mission marks after returning to Jacksonville on 17 August 1953. (National Archives) Below, VF-11 BuNo 125649 prepares to make the 1,000th cat shot from CV-33 on 5 October 1952. Note 500 lb bomb and rockets under the wings. (National Archives)



30 November. 1956 saw the squadron flying the F2H-4 once again. VF-11 was disestablished on 15 February 1959 and on 16 February, VF-43 was redesignated VF-11.



FIGHTER SQUADRON TWELVE, VF-12 "FLYING UBANGIS"



Established on 12 May 1945 as Fighting Bombing Squadron Four (VBF-4) at NAS Alameda, CA, the "Flying Ubangis" first aircraft were the F6F-3 Hellcat and F4U-4 Corsair. On 15 November 1946, VBF-4 was redesignated Fighter Squadron Two A (VF-2A). In May 1947, the unit converted to F8F-1 Bearcats and a small complement of F6F-5P Hellcats. VF-2A was redesignated Fighter Squadron 12 (VF-12) on 2 August 1948. In September 1950, at NAS Jacksonville, FL, the unit re-equipped with the

F2H-1 Banshee. These were replaced with F2H-2s in December 1950. On 14 February 1951, VF-12 became the first Navy day fighter squadron to night qualify all pilots aboard a carrier (CV-34).

The squadron conducted four deployments while assigned to CVG-1 with the F2H-2 Banshee. The first was aboard the USS Coral Sea (CVB-43) from 20 March through 6 October 1951 to the Med. The second cruise was to the Mediterranean and North Atlantic aboard the USS Wasp (CV-18) from 24 May through 11 October 1952. During Operation Beehive in June 1952, VF-12 averaged over 100 flight hours a day for a three-day period and flew 125 hours on June 12th. In October 1953, the unit took part in NATO Operation Mainbrace in the North Atlantic. The third Mediterranean deployment was aboard the USS F.D. Roosevelt (CVA-42) from 11 June through 3 December 1953. It was during this cruise that the squadron CO, LCDR John Breen, was lost at sea on 19

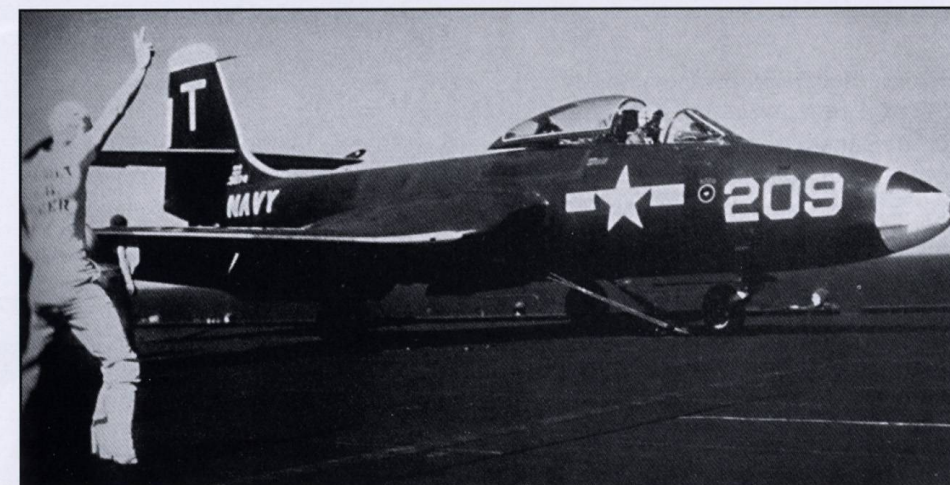
August 1953. The last Banshee deployment was a World Cruise aboard the USS Midway (CVA-41) from 27 December 1954 through 14 July 1955. In February 1955, the squadron supported the evacuation of civilians from the Taachen Islands which were being bombarded by the Peoples Republic of China. VF-12 also took part in Operation Pointblank, a joint US/Chinese Nationalist exercise.

In May 1954, two VF-12 F2H-2's gear collapsed after landing. Then in June another Banshee's gear collapsed on landing. Two VF-12 electricians, B.G. Pendelton and G.L. Duval, dissected one of the aircraft and traced the problem to wires from the left main gear scissors switch which

Below, F2H-2 Banshees from VF-12 fly over USS Coral Sea (CVB-43) during operations in the Mediterranean in June 1951. (USN)

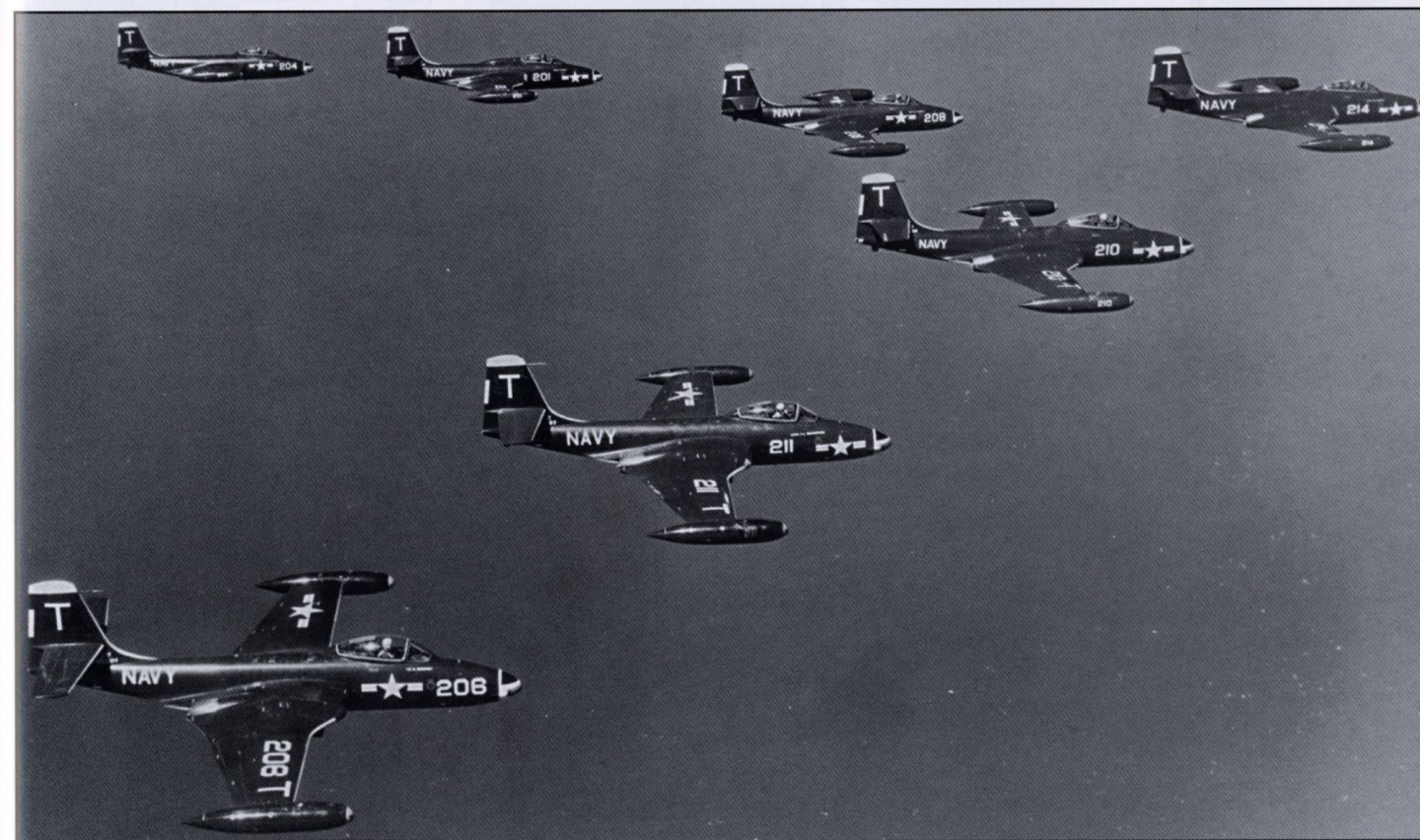


Above, VF-12 F2H-2s in flight in 1952. Fin tip, rudder trim tab, and nose were white. (Ed Mason via Warren Thompson) At right, VF-12 F2H-2 launches from CVA-43 in 1953. (USN) Below, seven VF-12 F2H-2s over water while deployed aboard the USS Wasp (CV-18) while assigned to CVG-1. (USN via Fred Roos)



had been connected to the wrong terminals.

During work-ups at Guantanamo



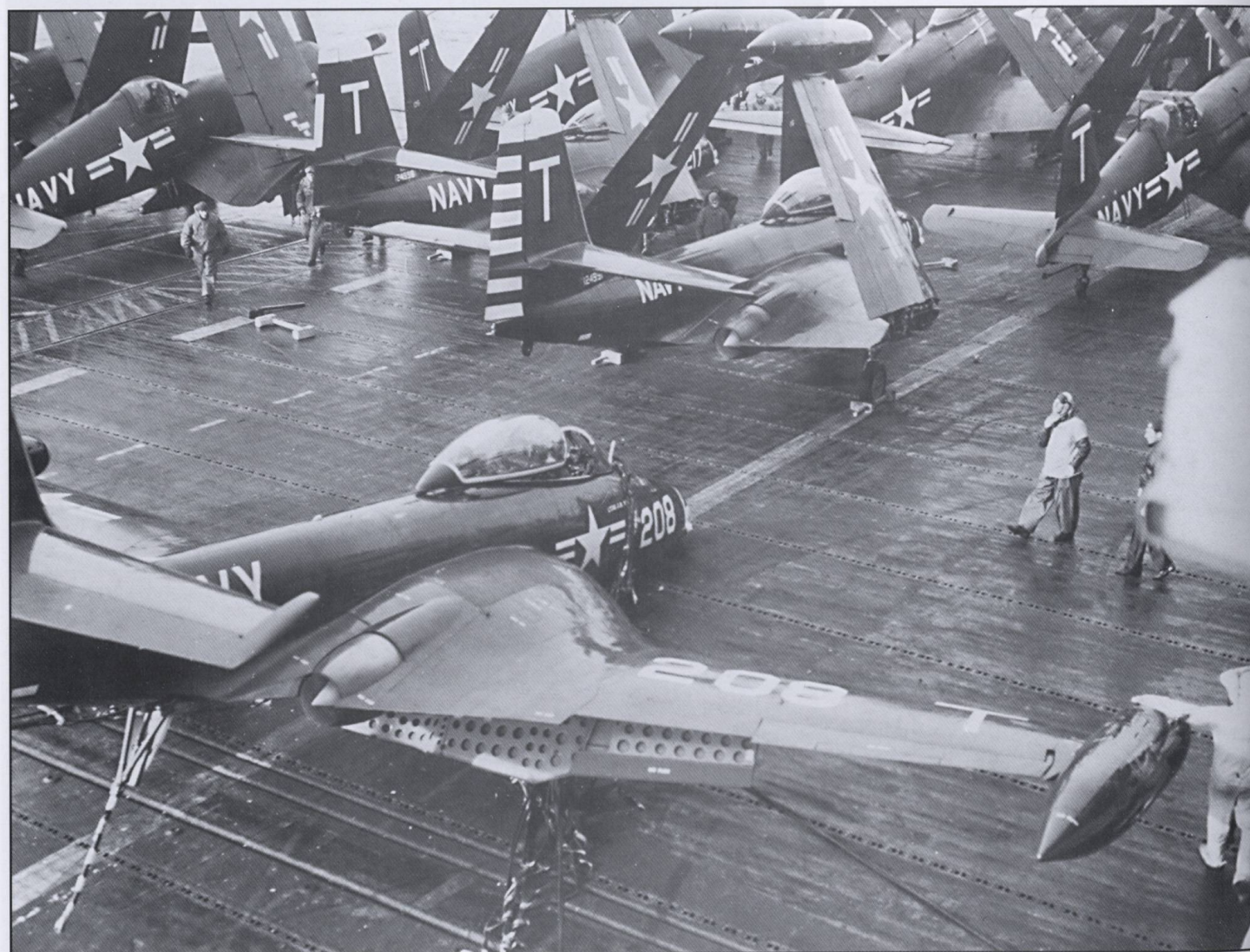


Bay for their 1954-55 Med cruise, VF-12 set a new AirLant gunnery record for a Banshee squadron at 15,000 feet. 13 squadron pilots received double "E"s and 7 pilots received individual "E"s. The top scorer was LTJG

Wayne Smith with 111 hits.

On 1 August 1955, VF-12 became Attack Squadron Twelve (VA-12) and converted to the F7U-3 Cutlass in December 1955. In April

Above, VF-12 flight line in June 1954 with BuNo 123052 in the foreground. (NMNA) Below, VF-12 F2H-2 makes a barrier arrestment and almost plows into a VF-62 Banshee aboard CVA-18 in September 1952. (NMNA)



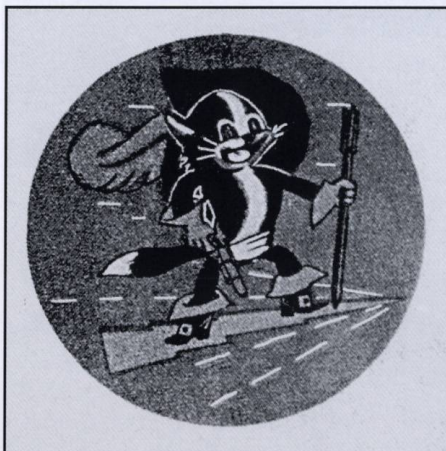
1957, VA-12 received the A4D-1 Skyhawk. In January 1958, the unit received the A4D-2 and then the A4D-2N in January 1962. Following a short cruise to the Caribbean in February 1965, VA-12 returned to

Cecil Field to take delivery of the new A-4E. In 1970, A-4Cs replaced the A-4Es and in April 1971 the squadron transitioned to the Chance Vought A-7E Corsair II.

Above, VF-12 F2H-2 BuNo 125004 on deck aboard the USS Wasp (CV-18). (USN via Fred Roos) Below, four VF-12 F2H-2s on the USS Midway in 1955. ("Ham" Love via Fred Roos)



FIGHTER SQUADRON TWENTY - TWO, VF-22 "CAVALIERS"



VF-22 was established as VBF-74A on 1 May 1945 and was redesignated 1 August 1945. After the war, the squadron was redesignated VF-2B on 15 November 1946 and VF-22 on 1 September 1948.

The squadron operated their Banshees from the USS Tarawa (CV-

40) during a Mediterranean deployment from December 1951 through June 1952.

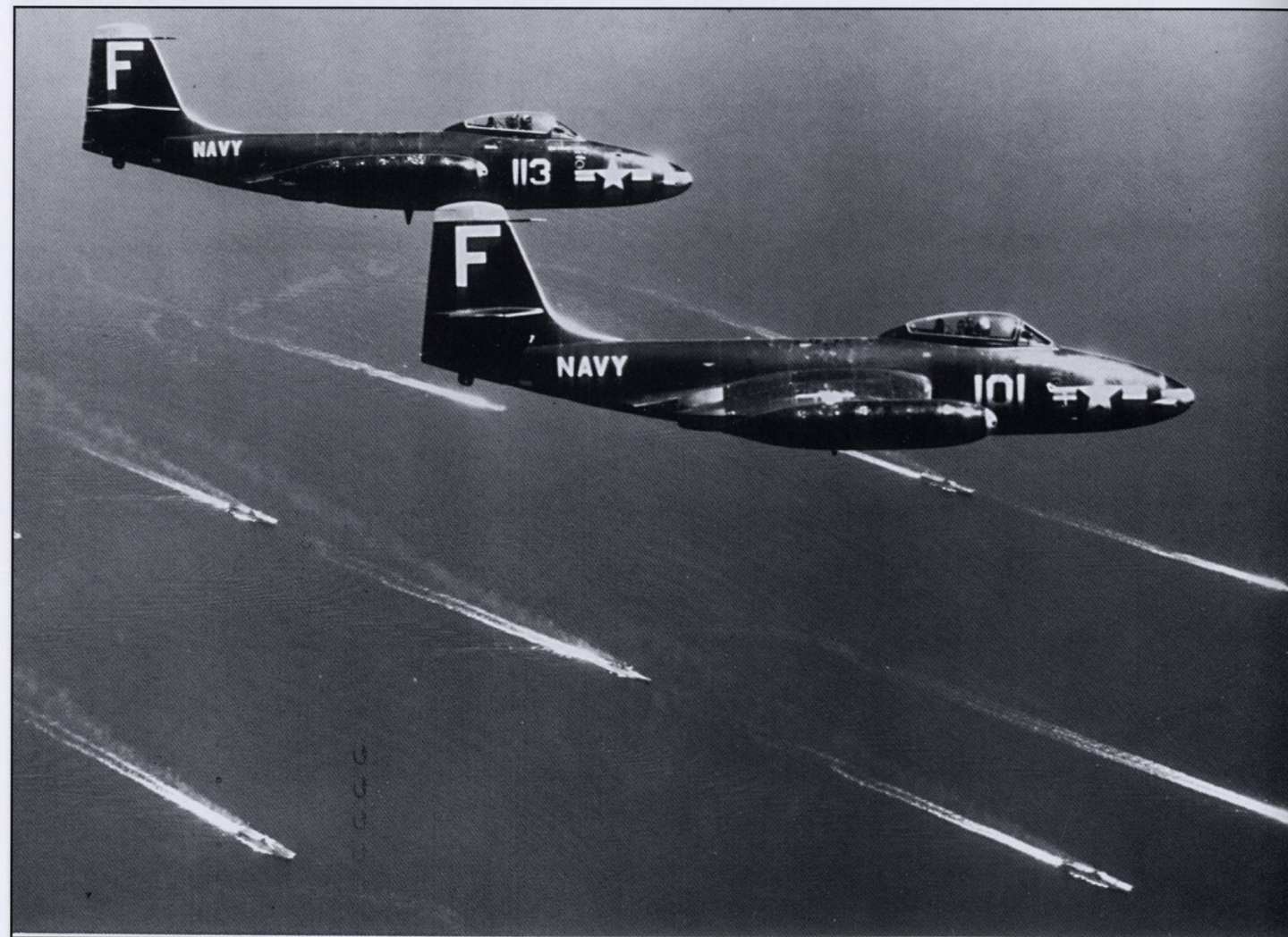
On 18 November 1952, VF-22 with its F2H-2s was the first jet squadron to fly from the USS Lake Champlain (CVA-39). The first aircraft to land was flown by the CO, LCDR Donald E. Runyon who also conducted the first jet launch from the "Champ". The squadron was also the first squadron to operate the Banshee off a CVL.

This was followed by a Korean War cruise aboard the USS Lake Champlain (CVA-39) from 26 April through 4 December 1953. On 13 June 1953, several rounds of 20mm ammo were fired from BuNo 123377 into two parked VF-62 F2H-2s, BuNos 123333 and 123328. Both aircraft caught fire and were stricken.

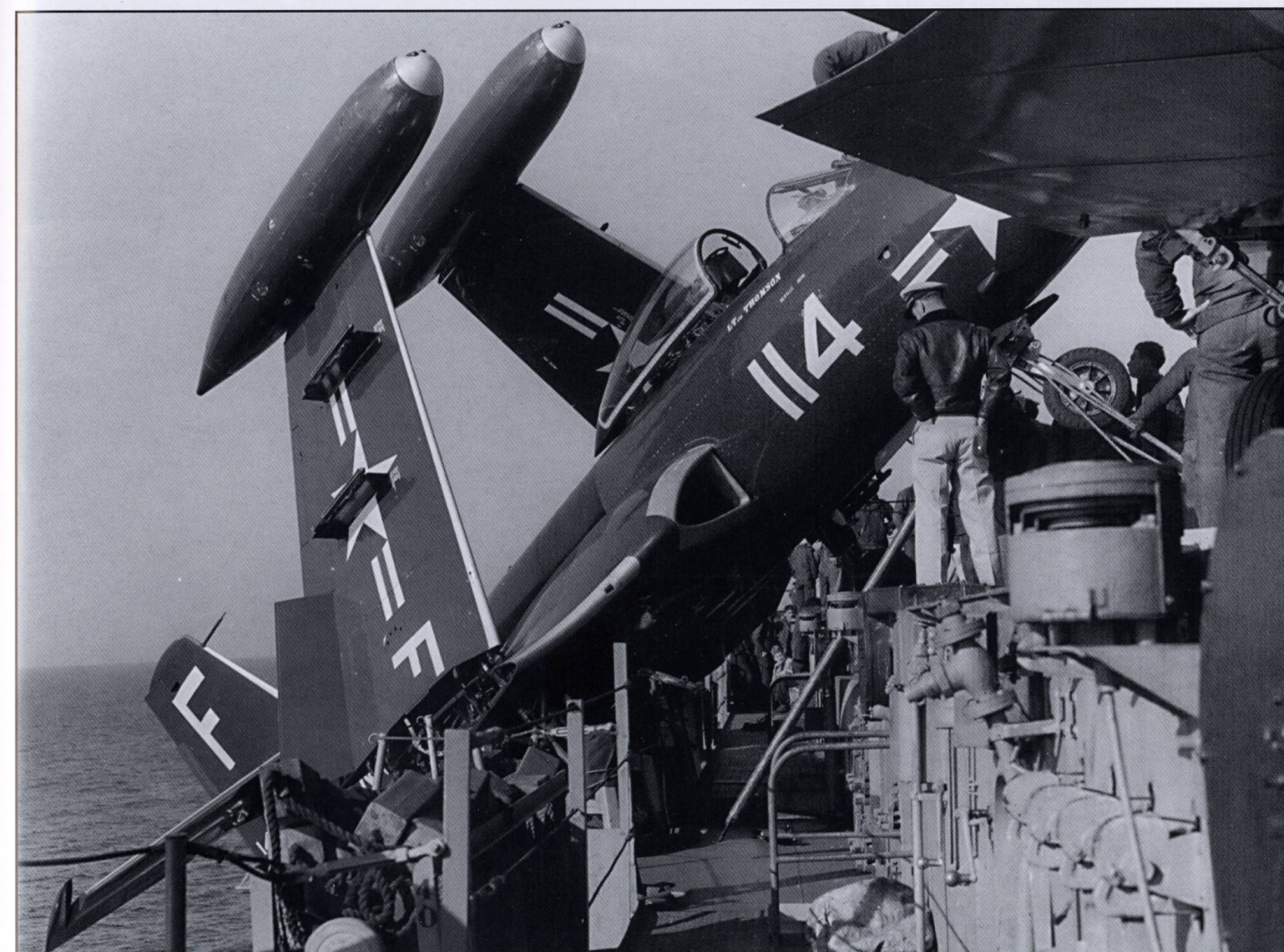
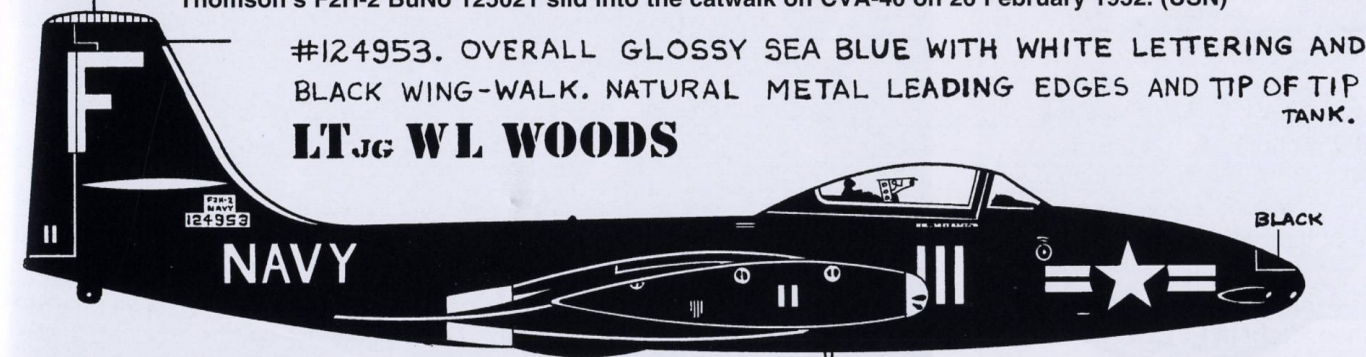
On 23 July 1953, ENS H.K. Wallace was killed at 0908 when he crashed into the water off the starboard catapult when his port tip tank separated during launch.

1954 saw the squadron back at NAS Jacksonville, FL, with 15 F2H-2s where the squadron won the AIRLANT Battle Efficiency "E" for 1954 while commanded by LCDR Davis. In June 1954, with LCDR M.J. Wooley in command, the unit was the highest scoring AIRLANT Banshee squadron in gunnery with an overall score of 47.9%. LT W.M. Russell was high scorer with 80.7% followed by LTJG W.K. McManus with 74.1%. VF-22

Below, VF-22 F2H-2 over Task Force 77 off the coast of Korea on 26 July 1953. Nose and fin tip trim was red. (USN)



RED Above, VF-22 F2H-2 BuNo 124962 from CVA-40 over Med on 15 December 1951. (USN) Below, LTJG Thomson's F2H-2 BuNo 125021 slid into the catwalk on CVA-40 on 26 February 1952. (USN)

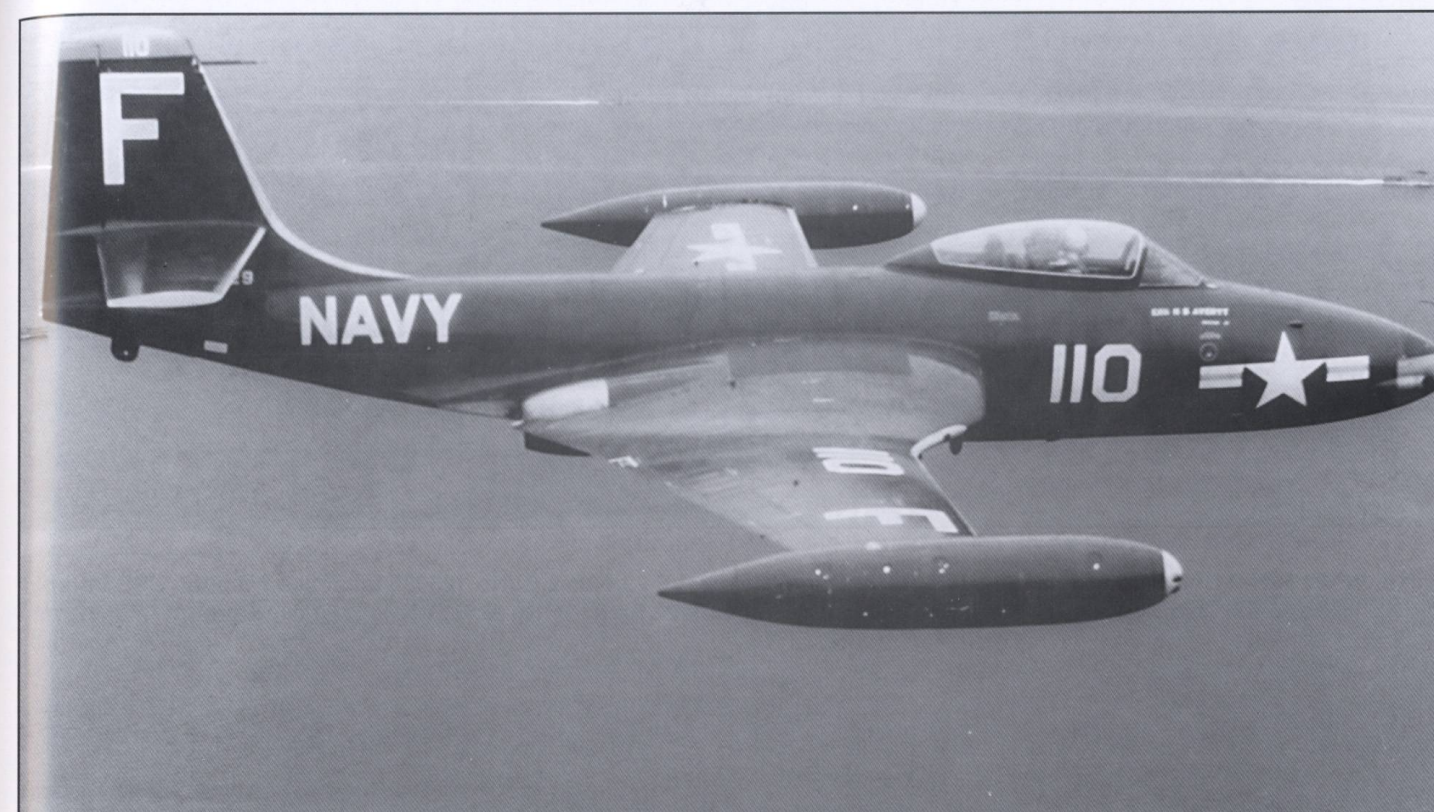
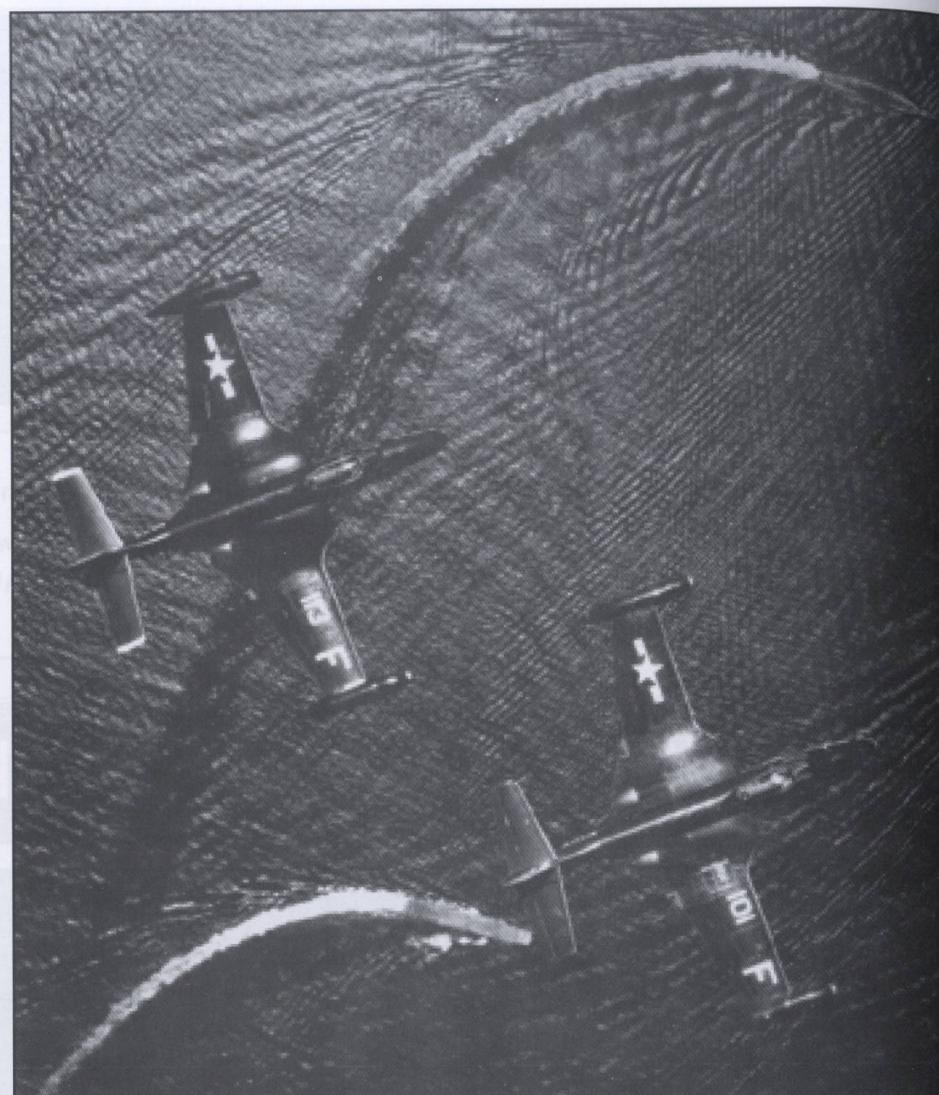


finished the year with 11 F2H-2s and 6 F2H-2Bs.

The squadron's next deployment was aboard the USS Intrepid (CVA-11) in 1955 and 1956. After returning to Jacksonville, VF-22 began transitioning to F2H-4s with 12 on hand on 30 June 1956 along with the squadron's last F2H-2. Flying a mixed bag of F2H-3 and F2H-4s, VF-22 was disestablished on 6 June 1958.

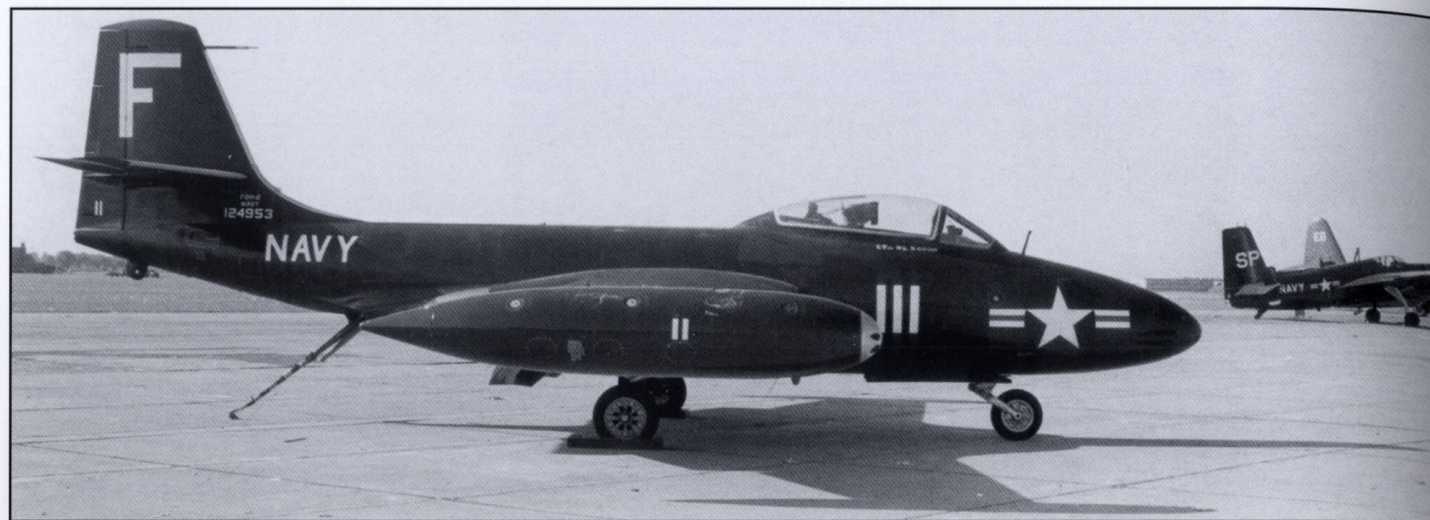


At right, two VF-22 Banshees over Korean War waters. Note red trim on the horizontal tailplane tips. (USN) Bottom, flight of four VF-22 F2H-2s with BuNo 123351 in the foreground flying past Mt. Fuji on 18 July 1953. (USN via Fred Roos)



Above, VF-22 F2H-2 from the USS Lake Champlain (CVA-39) over Korea in 1953. The thin red fin tip found on VF-22 aircraft on the Tarawa cruise was replaced on the Champ cruise with a wider one with white aircraft numbers. The nose and horizontal stabilizer tips were also red. (USN) Below, on it way to the war zone, CVA-39 sailed through the Med and then the Suez Canal. Carrier is seen across from the Prince of Wales Yacht Club, Aden on 18 May 1953. (National Archives)





Above, VF-22 F2H-2 BuNo 124953 in 1952. (via Harry Gann) Below, VF-22 F2H-2 BuNo 125036 launches from the USS Intrepid (CVA-11) in 1955-56. Trim was red. (USN via Harry Gann) Bottom, VF-22 F2H-2 BuNo 123351 being serviced aboard CVA-39 during Korea. Note the aircraft has over 40-mission marks. (USN)



FIGHTER SQUADRON THIRTY - ONE, VF-31 "TOMCATERS"

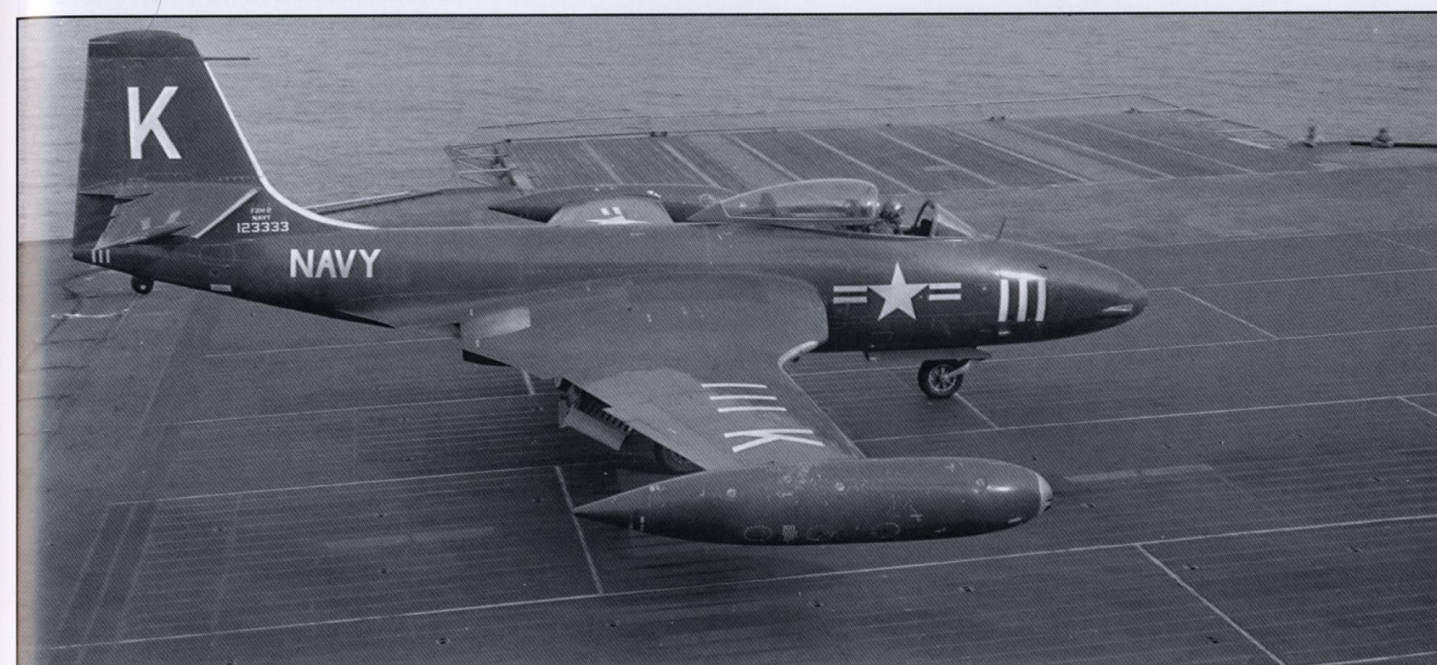


Fighter Squadron Thirty-One started out life as VF-1B on 1 July 1935 with F4B-4s. Redesignated VF-6 on 1 July 1937, the squadron flew F3Fs and later F4Fs. On 15 July 1943, VF-6 became VF-3 and transitioned to F6F Hellcats. On 15 November 1946, the squadron became VF-3A and transitioned to the F8F-1 Bearcat. VF-3A was redesignated VF-31 on 7 August 1948 and transitioned to the F9F-2 Panther in December 1949.

In February 1953, the squadron

started transitioning to the F2H-2, but by the end of the year these had been replaced with F2H-3 Banshees. In 1956, the F3H-2N Demon replaced the F2H-3 "Big Banjos" which, in-turn, were replaced with the McDonnell F-4B Phantom II in 1963. The squadron's long association with the Phantom ended in 1980 when the Tomcaters received Tomcats.

Below, VF-31 F2H-2 BuNo 123333 taxis during carrier qualifications on Midway in August 1952. (Don Walsh)



FIGHTER SQUADRON THIRTY - FOUR, VF-34 "BLUE BLASTERS"



VF-20 was established on 15 October 1943. Fighting Twenty operated the Grumman F6F-3/-5 Hellcat during World War Two and transitioned to the Grumman F8F-1 Bearcat in April 1946. The squadron was redesignated VF-9A on 15 November 1946. On 12 August 1948, the unit became VF-91 and upgraded to the F8F-2 on 3 December 1948. The squadron was redesignated VF-34 on 15 February 1950 and received the F9F-2 on 27 November 1950.

On 14 February 1952, F2H-2 Banshees replaced the squadron's Panthers. Pilot transition was conducted through April and May with fifteen pilots being instrument qualified

in jets by June. VF-34 deployed to the Mediterranean aboard the USS Leyte from 28 August 1952 to 4 February 1953. The squadron transferred to NAS Cecil Field, FL, in February 1953 and in April they evaluated the Navy's first angled deck aboard the USS Antietam (CVA-36).

Many short -2 Banshee training deployments followed on Hornet, Midway, Bennington, Tarawa and Randolph. The Bennington deployment only lasted 5-days as an explosion aboard ship cut the cruise short. Among the 103 casualties VF-34 lost two officers and five enlisted men. Between deployments, on 31 October 1954, ENS Duane L. Varner flew his



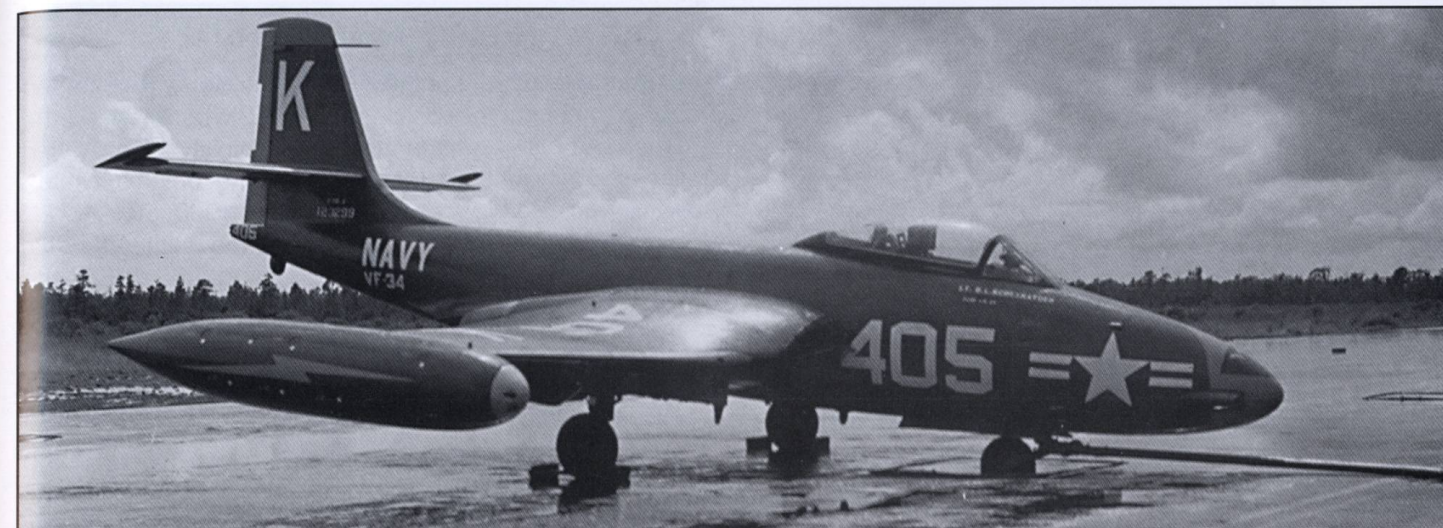
F2H-2 from NAS Los Alamitos to Cecil Field in 3-hours and 58-minutes without refueling.

In November 1954, while under the command of CDR F. H. O'Brien, the squadron became the first NAS Jacksonville-based unit to utilize the new Dart gunnery target. LT W. G. Schulden flew the target to 25,000 feet where he deployed it for targeting by LT J. E. Puccini, LTJG W. L. Hansen and ENS D. D. Tuno.

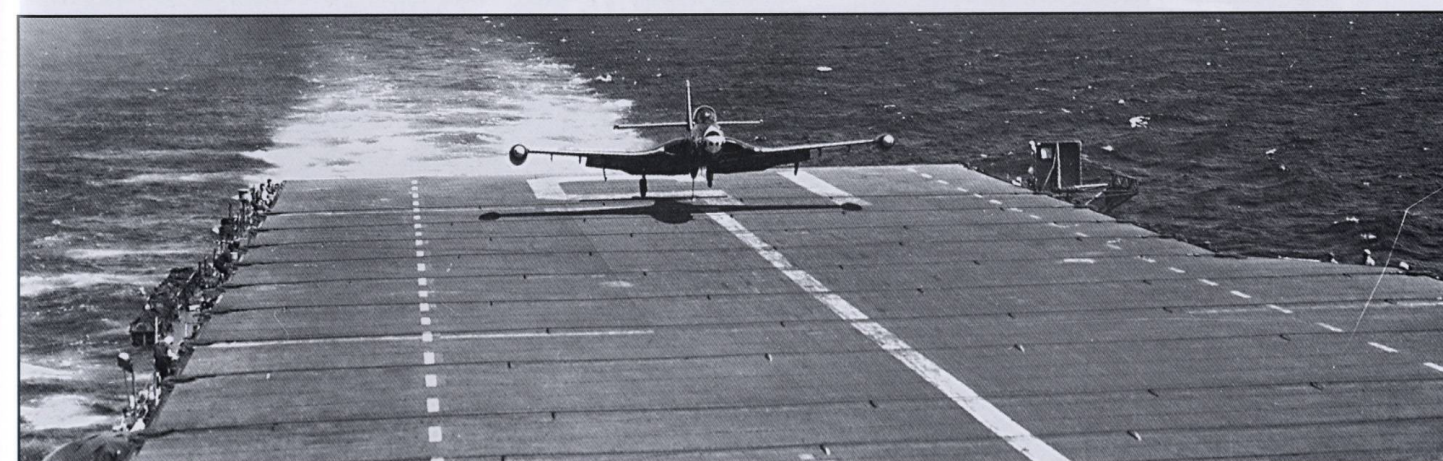
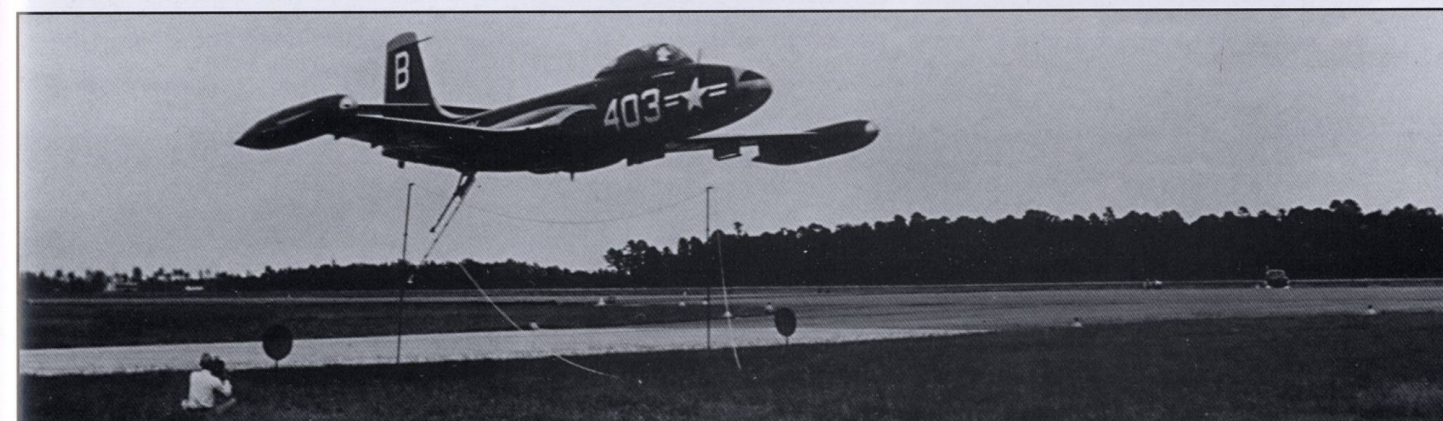
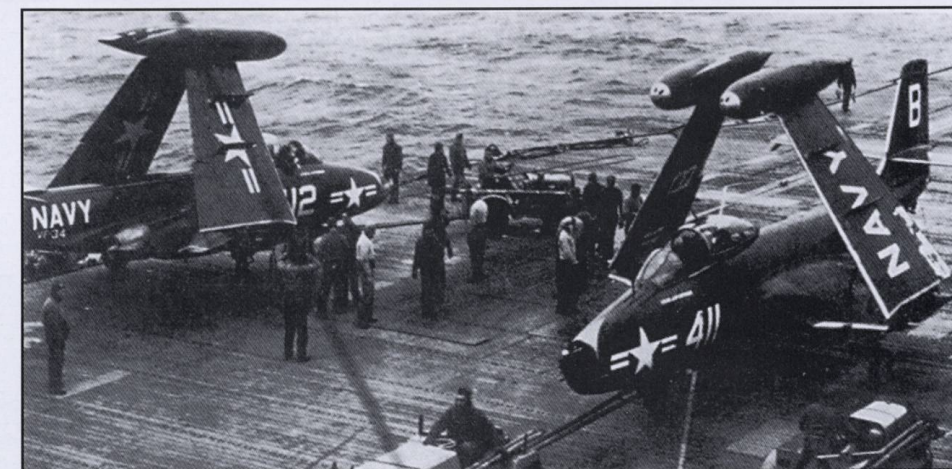
The last Banshee cruise was aboard CVA-15 as part of ATG-181 from 30 November 1954 through 18 June 1955. On 1 July 1955, the squadron was redesignated VA-34 and flew the F2H-2 through November. Transition to the Vought F7U-3 Cutlass was begun in October. After only four months with the Cutlass, the A4D-1 Skyhawk was received. The squadron would go on to fly the A4D-2 and A4D-2N (A-4C) before being disestablished on 1

Above, VF-34 F2H-2 landing at the Dayton National Air Show, OH, in September 1953. (Warren D. Shipp via NMNA) Bottom, VF-34 F2H-2 BuNo 123224 landing at the Dayton National Air Show, OH, in September 1953. Nose trim, fin tip and tip tank lightning bolt were orange. (Warren D. Shipp via NMNA)

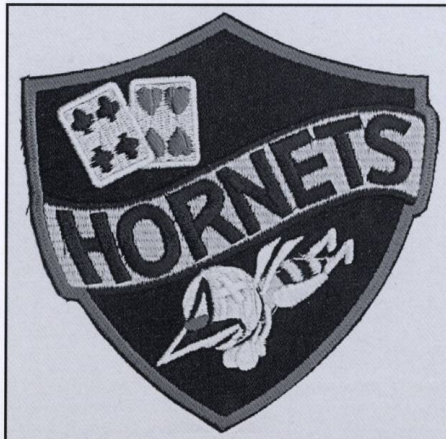
June 1969.



Above, VF-34 F2H-2 BuNo 123299 at the turn-up area at Cecil Field on 30 September 1953. (National Archives) At right, two VF-34 F2H-2s being spotted on the deck of the USS Randolph (CVA-15) in 1955. VF-34 traded its "K" tail code for the "B" tail code of ATG-181 for the Randolph deployment. (USN) Below, the first test pick-up of the Dart tow target at NAS Jacksonville, FL, on 6 October 1954. (National Archives) Bottom, VF-34 F2H-2 BuNo 124956 touches down on the USS Randolph (CVA-15) on 2 May 1955 minus its left main gear. Pilot was LCDR W.C. Schulden USN. (NMNA)



FIGHTER SQUADRON FORTY - FOUR, VF-44 "HORNETS"



Fighter Squadron Forty-Four was established on 1 September 1950. As VF-44, the squadron operated the F4U-5, F4U-4, and received the F2H-2 in December 1953.

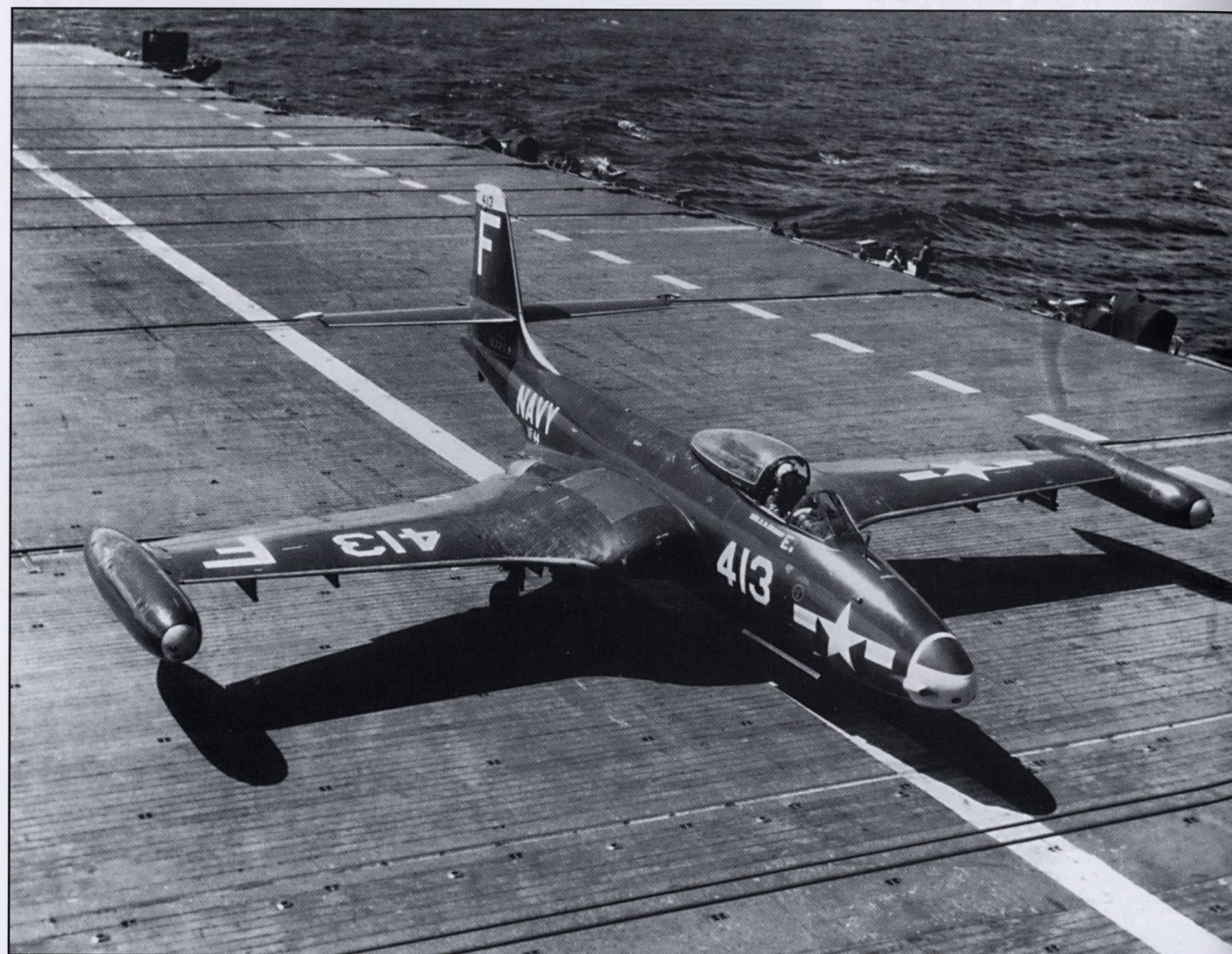
In late 1954, LCDR Davis scored

120 out of 148 hits on a target sleeve with his 20mm guns, the highest score thus far for a Banshee. As part of CVG-4, VF-44 deployed aboard the USS Intrepid (CVA-11) from 28 May through 22 November 1955. On 1 January 1956, VF-44 was redesignated VA-44, and began receiving F9F-8 Cougars in April 1956.

In January 1958, the squadron began receiving F9F-8Ts and in February A4D-1s began arriving in preparation for becoming the East Coast Replacement Training Squadron (RAG) for the new A4D-1 Skyhawks. On 1 June the squadron officially became the RAG. Also in June, TV-2 and T-28B aircraft were acquired to help fulfill VA-44's mission. In September 1958, the A4D-2 began replacing the A4D-1s. Then, in

January 1959, the squadron started receiving AD-5/6 Skyraiders, and the expanded responsibility of providing replacement training on this aircraft too. On 9 February 1960, the A4D-2N started replacing the earlier A4D-2s and on 15 February 1963 the Skyraider training ceased as VA-45 was formed to take over this function. On 18 February, VA-44 changed duty stations from NAS Jacksonville, FL, to NAS Cecil Field, FL. The newer A-4E arrived in October 1964 and TA-4F Skyhawks began replacing the TF-9Js on 3 August 1966. The

Below, VF-44 F2H-2 taxis on CVA-11 on 22 February 1955 during carrier qualifications prior to the unit's deployment to the Med. (via Tailhook)



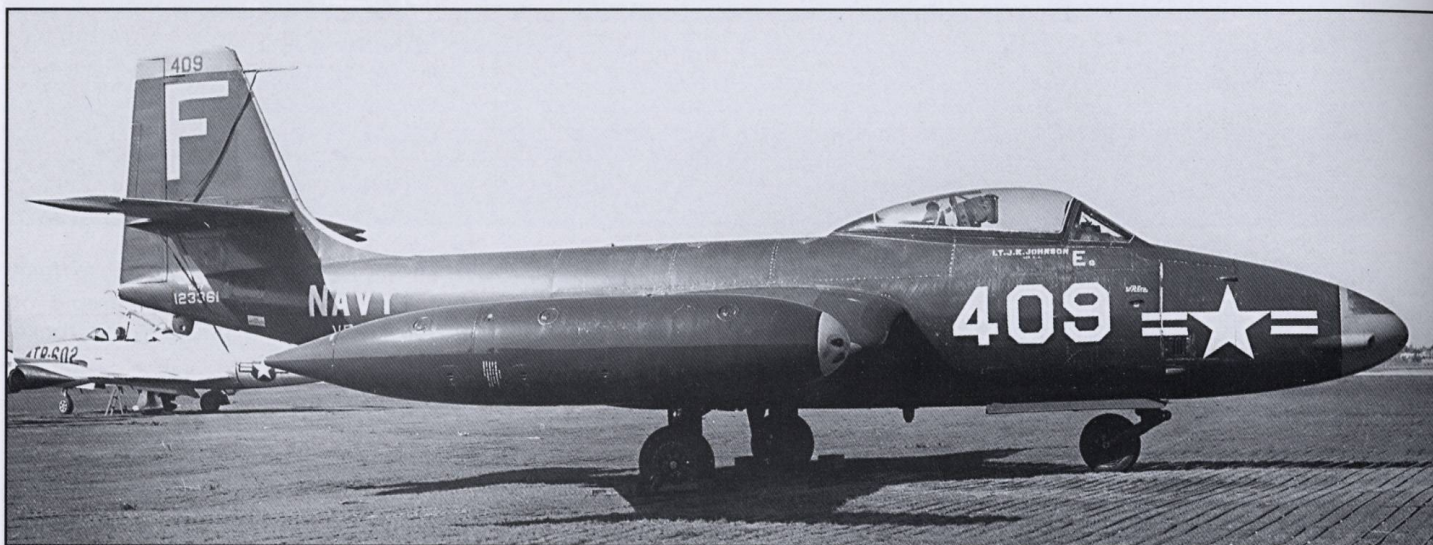
squadron received A-4Fs in November 1969 and A-4Ls in December. The squadron was disestablished on 1 May 1970.

Above, VF-44 F2H-2 being towed on the USS Intrepid (CVA-11) in 1955. (National Archives) Below, VF-44 F2H-2 landing aboard Intrepid off Guantanamo Bay, Cuba, in February 1955. Note unexpended rocket under the right wing. (National Archives)

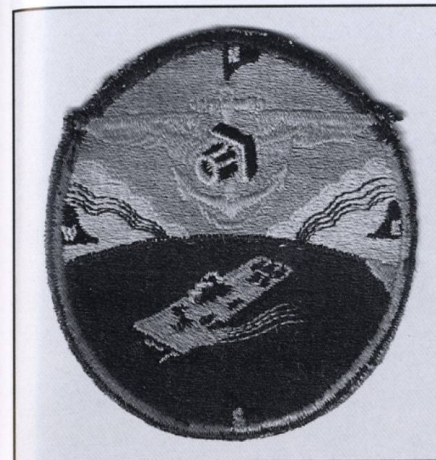




Above, VF-44 F2H-2 on the port catapult prior to being launched from the USS Intrepid (CVA-11) on 8 December 1954. (USN) Below, VF-44 F2H-2 BuNo 123361 with orange trim on 19 February 1955. LT J.K. Johnson is written below the canopy rail. (Doug Olson via NMNA) Bottom, VF-44 F2H-2 BuNo 123370 at NAS Oakland, CA, on 13 February 1955. (Doug Olson via NMNA)



PHOTOGRAPHIC COMPOSITE SQUADRON SIXTY - ONE, VC-61



VC-61 was established on 1 January 1949 and was redesignated VFP-61 on 2 July 1956. On 1 July 1959, VFP-61 became VCP-63 and then VFP-63 on 1 July 1961. VFP-63 was disestablished in May 1982.

Composite Squadron Sixty-One (VC-61) was based at NAS Miramar, CA, and was tasked with providing strike photographic reconnaissance services to the Fleet during the Korean War. Flying F4U-4P/5P Corsairs, F9F-2P/5P Panthers and F2H-2P Banshees, the squadron would provide self-sufficient photo detachments to all Pacific Fleet carriers.

VC-61 pilots conducted a series of high altitude photo test flights after they received their F2H-2Ps, with the highest mark of 62,000 feet being set by LT Bob Herbst. VC-61 participated in the filming of The Bridges of Toko-Ri with LCDR Don G. Jackson and LTJG Lester R. Smith doing the flying. The squadron also played a big role in The Men of the Fighting Lady.

The first 3-plane F2H-2P detachment to Korea was aboard the USS Valley Forge (CV-45) in June 1952. For this deployment the squadron flew both the F9F-2P (prior to June) and the F2H-2P (in June and July). The first squadron pilot to complete 100 missions over Korea in a Banshee, LT Charles Hooper, was on this first deployment. Shortly thereafter Det C aboard the USS Philippine Sea (CV-47) had its F9F-2Ps supplimented with F2H-2P Banshees.

A second detachment, Det India, was deployed from 16 June 1952 through 6 February 1953 aboard the USS Essex (CV-9) as part of ATG-2. LT T. L. Neilsen was the Officer-in-Charge and he had five F2H-2Ps. One was lost to a faulty catapult shot on 19 November 1952. LT W. J. Keefe was recovered without serious

injury.

The third detachment, Det Fox, flew from the USS Kearsarge (CV-33) as part of CVG-101 from 11 August 1952 through 17 March 1953 while under the command of LCDR H. M. Garvey.

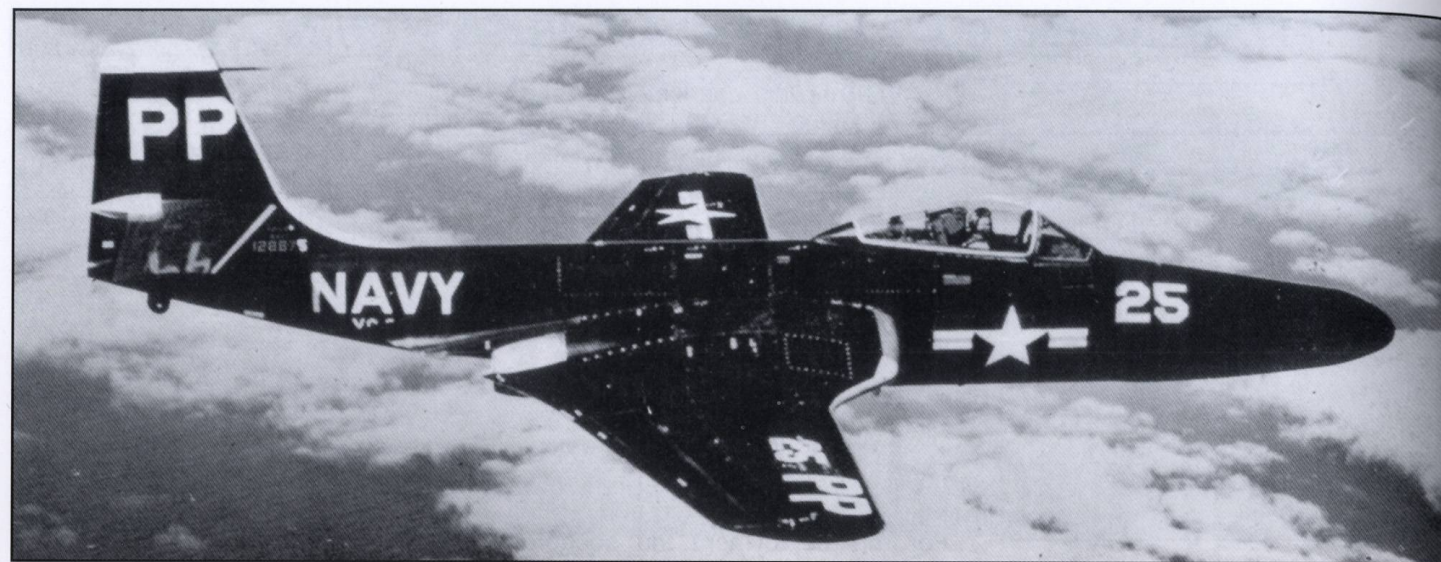
The fourth Korean Det was Det Golf which was attached to CVG-102 aboard the USS Oriskany (CV-34) from 15 September 1952 through 18 May 1953. LT L. Grosser was Officer-in-Charge and CVG-102 was redesignated CVG-12 on 4 February 1953.

The fifth Det sailed aboard the USS Boxer (CVA-21) from 30 March through 28 November 1953. Det Hotel was assigned to ATG-1 under the command of LT D. R. Paul who was killed during the cruise.

The squadron's last combat mission was flown from the USS Boxer on 27 July 1953 by LCDR Hugh Garvey, Officer-in-Charge of

Below, VC-61 utilized a few F2H-2s for flight training. One is seen here during carrier qualifications. (National Archives)





VC-61's Det Fox in F2H-2P Peter-Peter 33. VC-61's war score was over 5,000 missions with the loss of only three aircraft and one pilot to enemy action. In addition, over half-a-million photographs were taken.

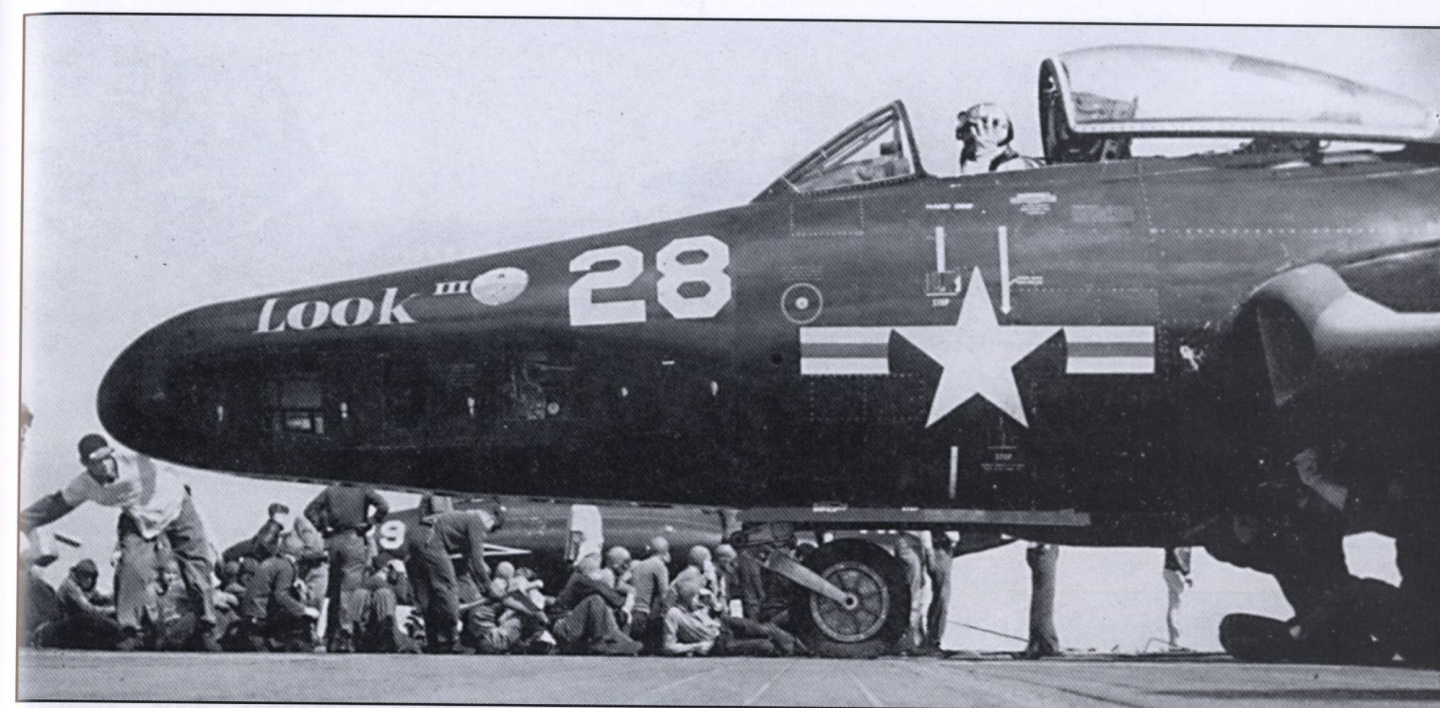
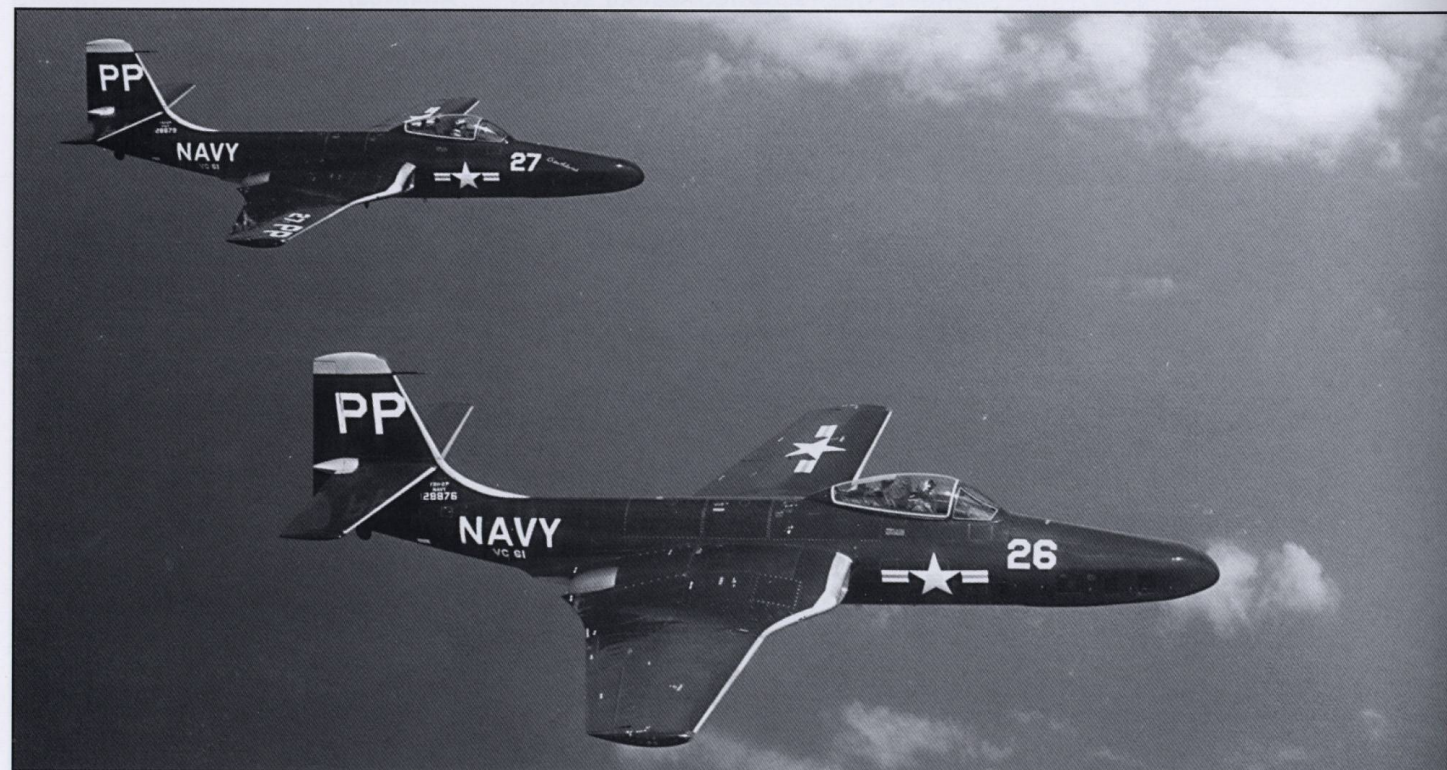
VC-61's post Korea WestPac deployments started with a deployment aboard the USS Kearsarge (CVA-33) from 1 July 1953 through 18 January 1954. Det Charlie was assigned to CVG-11. Two more deployments were started in 1953. Det Able deployed aboard the USS Yorktown (CVA-10) with CVG-2 from

3 August 1953 through 3 March 1954 while under the command of LCDR W. W. Culver. The USS Oriskany (CVA-34) hosted Det Easy as part of CVG-19 from 14 September 1953 through 22 April 1954. For the first part of the cruise, LCDR "Zeke" Comier was the Officer-in-Charge prior to accepting command of the Blue Angels. Zeke was relieved by LCDR W. J. Kirschke for the remainder of the cruise.

In 1954, LCDR D. G. Jackson took Det Mike aboard the USS Hornet (CVA-12) for a World Cruise with

Above, VC-61 F2H-2P BuNo 128875 off Korea on 1 April 1953 while assigned to the USS Boxer (CVA-21). (USN) Below, Boxer-based F2H-2Ps BuNo 128876 and 128879 "Bwildered" returning from a mission over Korea on 19 May 1953. (National Archives)

CVG-9 from 11 May through 12 December 1954. Another Banshee Det, Det Able, deployed aboard the USS Essex (CVA-9) with CVG-2 from 3 November 1954 through 21 June 1955 while under the command of



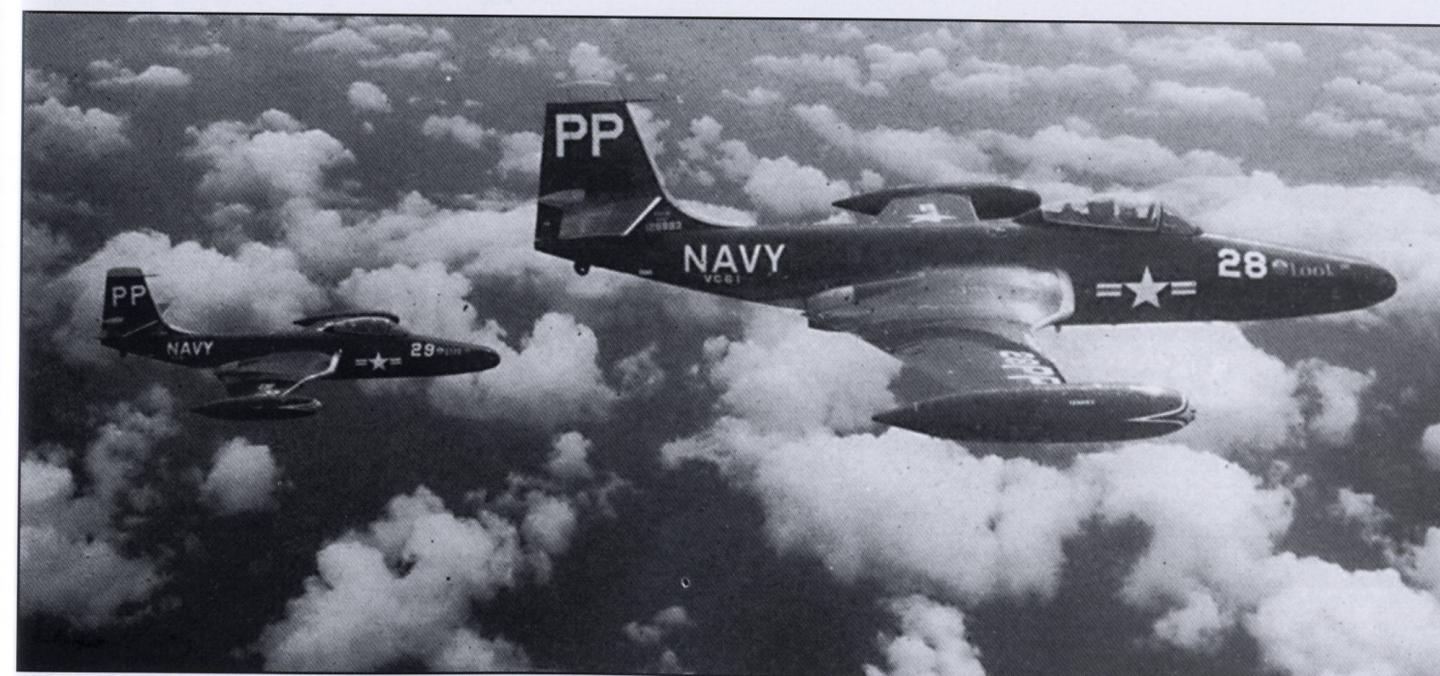
Above, "Look III" being hooked-up to Yorktown's catapult. (USN) Below, VC-61 F2H-2Ps from CVA-10 in 1953-54. Aircraft in foreground has "Look III" painted in orange on the nose. (USN)

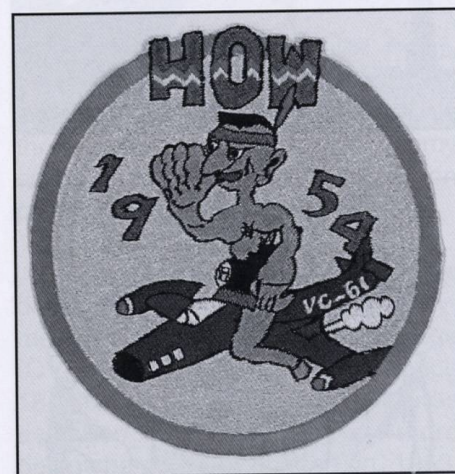
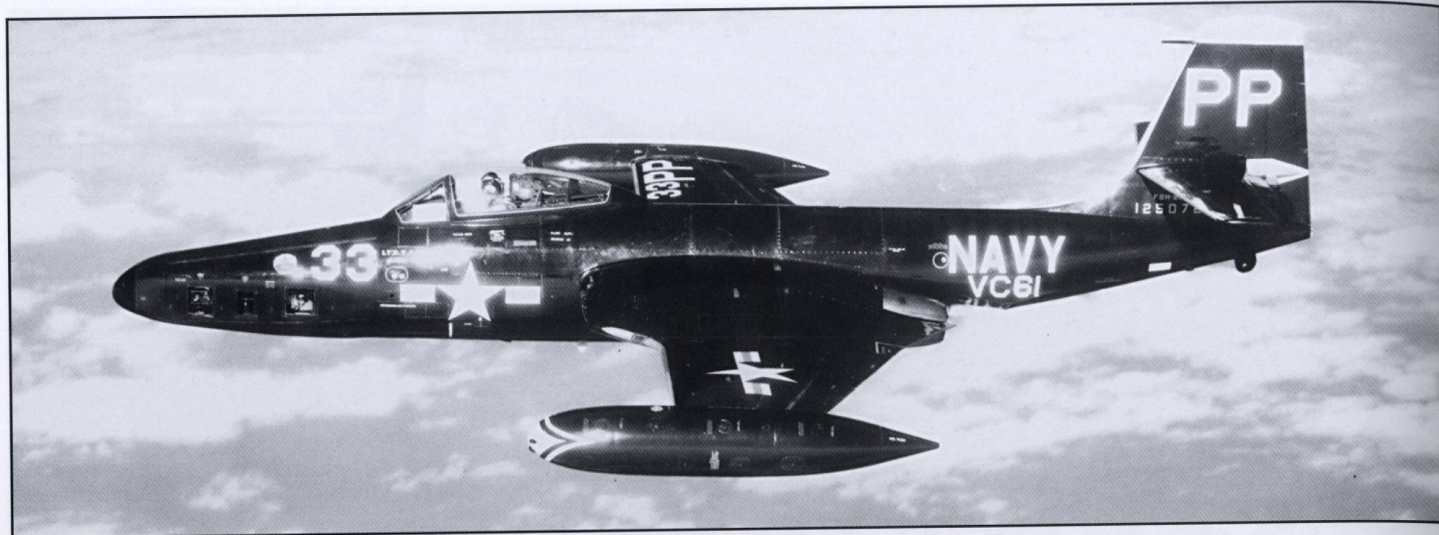
LCDR M. S. Kirkendall. LCDR S. N. Nay took a VC-61 photo-det aboard the USS Wasp (CVA-18) for a 1954-1955 deployment.

Two F2H-2P detachments set

sail in 1955. Det E boarded the Oriskany with CVG-19 for a WestPac deployment from 2 March through 21 September 1955. On 29 October 1955 Det Baker joined CVG-5 aboard the USS Kearsarge (CVA-33). LCDR Duckett was Officer-in-Charge when the ship returned to San Diego on 17 May 1956.

VC-61/VFP-61 Banshees supported four deployments in 1956, the first aboard the USS Shangri-La (CVA-38) from 5 January through 23 June 1956. Det Jig was assigned to



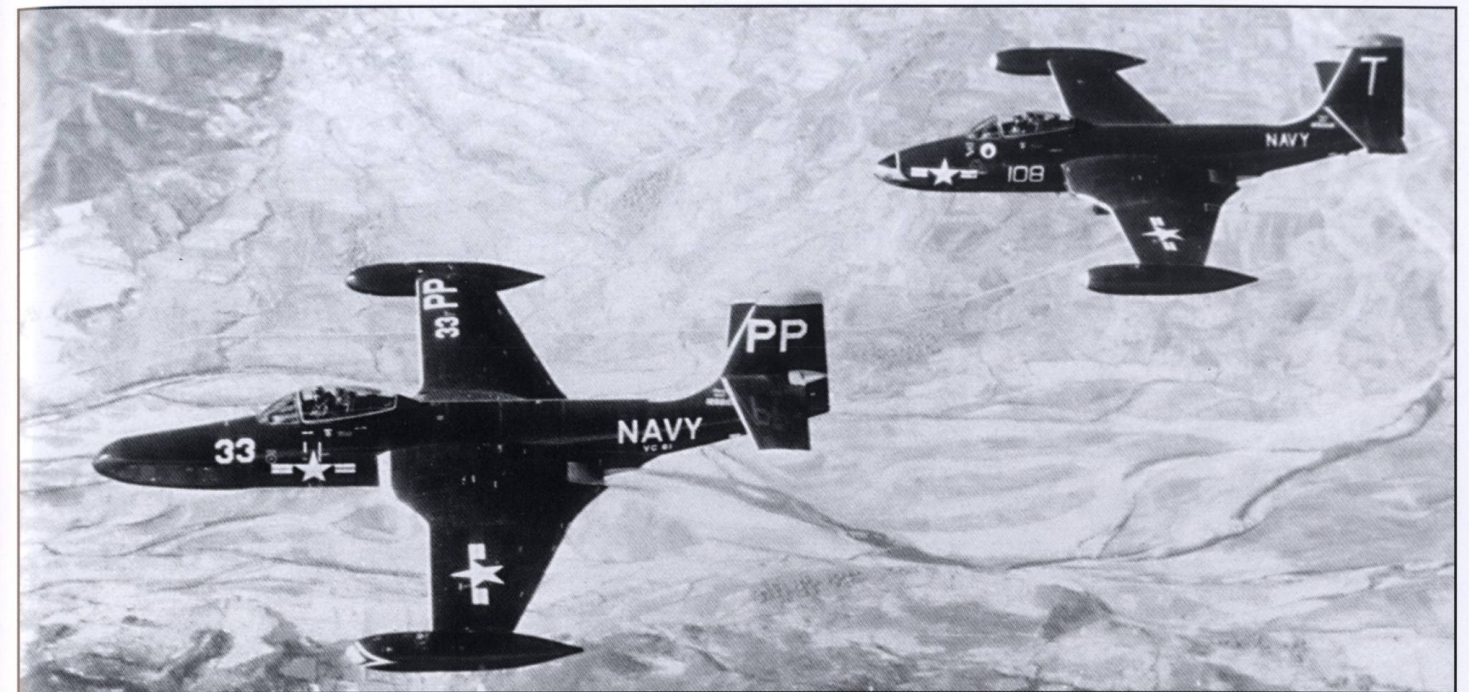
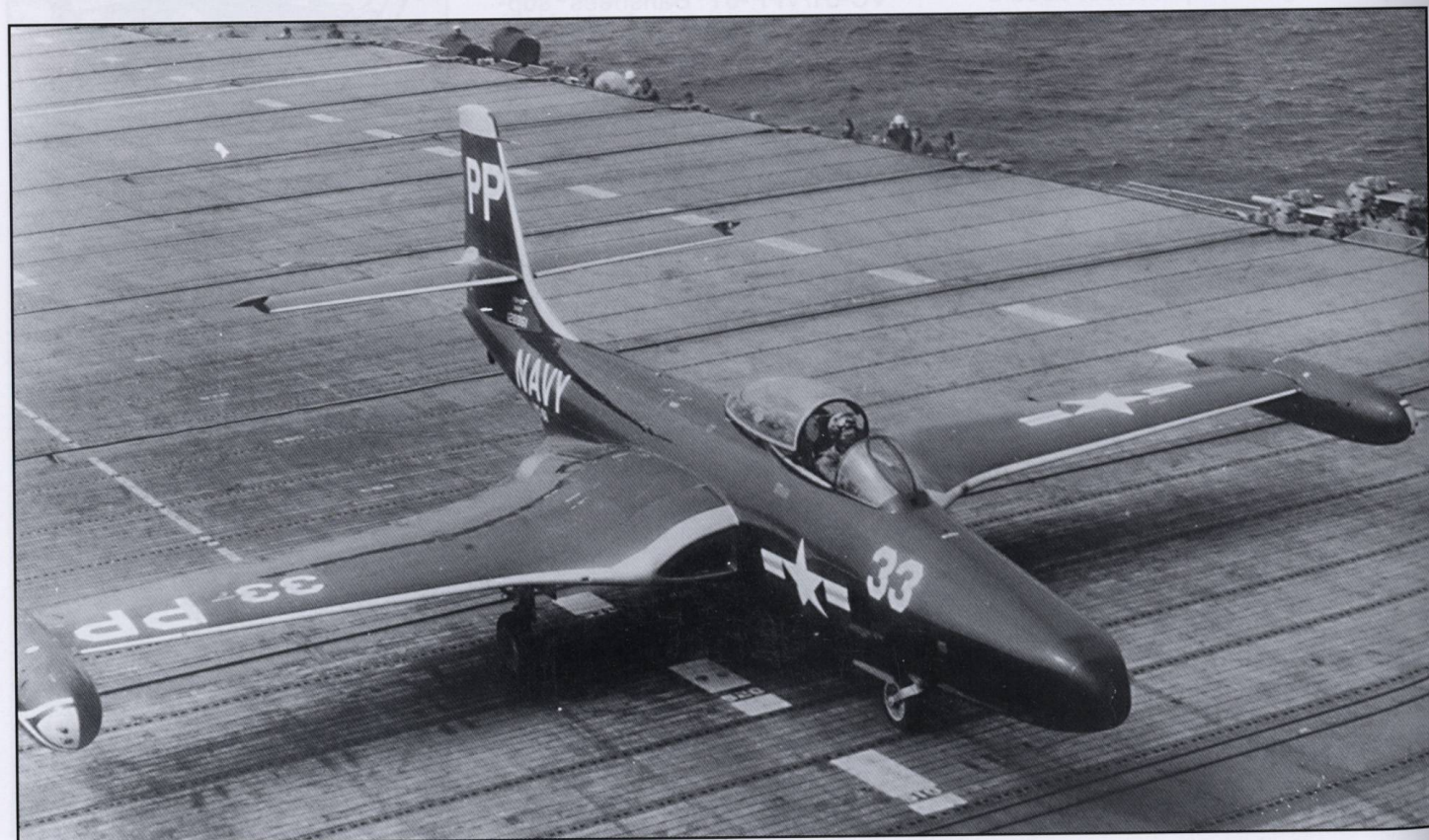


ATG-3 for the cruise. On 19 March 1956, Det K got underway aboard the USS Yorktown (CVA-10) with ATG-4. ATG-1 took Det H aboard the USS Lexington (CVA-16) from 28 May through 20 December 1956. The USS Bon Homme Richard (CVA-31) deployed with Det L as part of CVG-21 from 16 August 1956 through 28 February 1957.

The last two WestPac Banshee deployments at VFP-61 were aboard the USS Hancock (CVA-19) and the Ticonderoga (CVA-14). Det India with

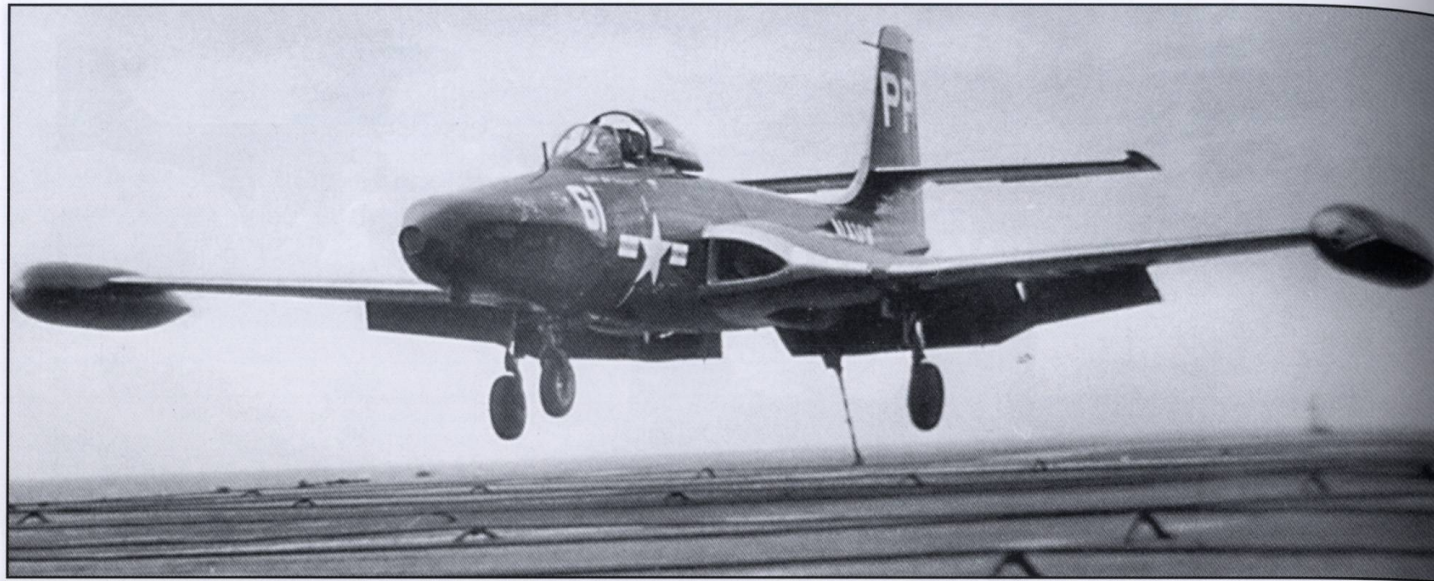
Above, VC-61 F2H-2P BuNo 125072 from CVA-34 over the Sea of Japan. (USN) Below, VC-61 F2H-2P BuNo 128861 taxis forward on carrier deck. VC-61 Banshees were normally trimmed in orange. (USN)

ATG-2 was aboard Hancock from 6 April through 21 July 1957 and Det Mike and CVG-9 sailed on "Tico" from 16 September 1957 through 25 April 1958. All further deployments in 1957/58 would be with F9F-8Ps or F8U-1Ps.

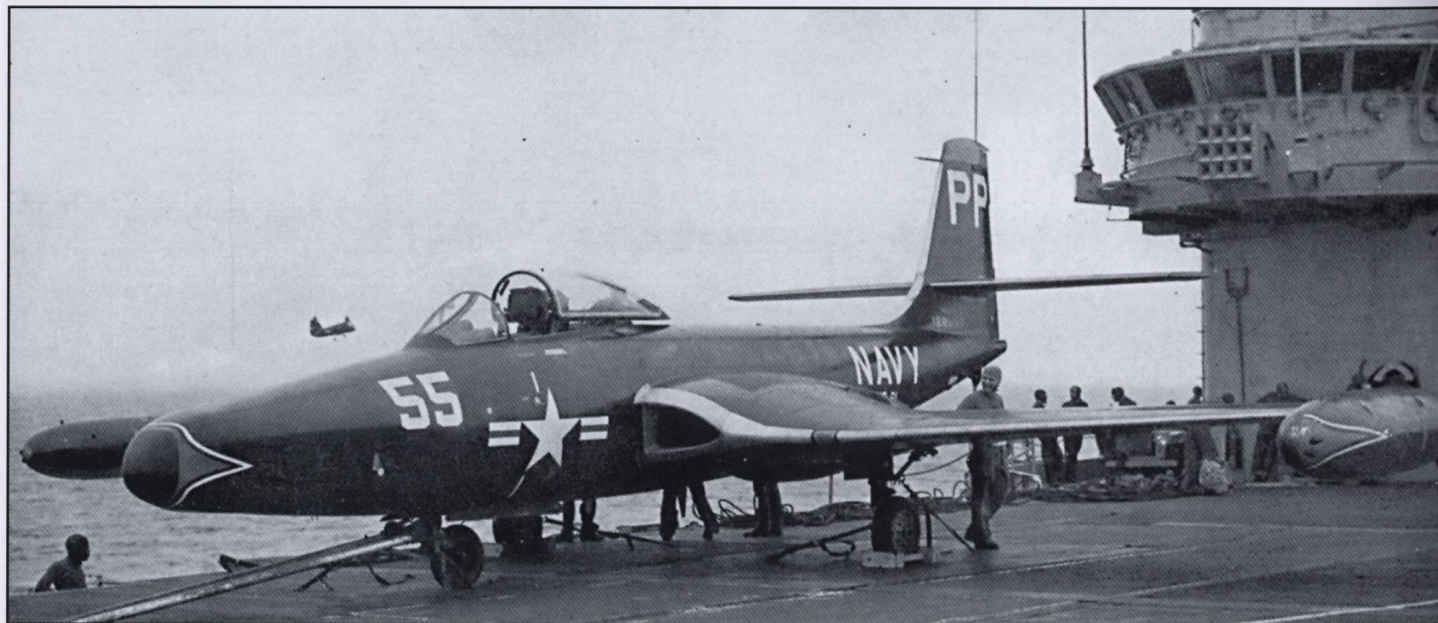
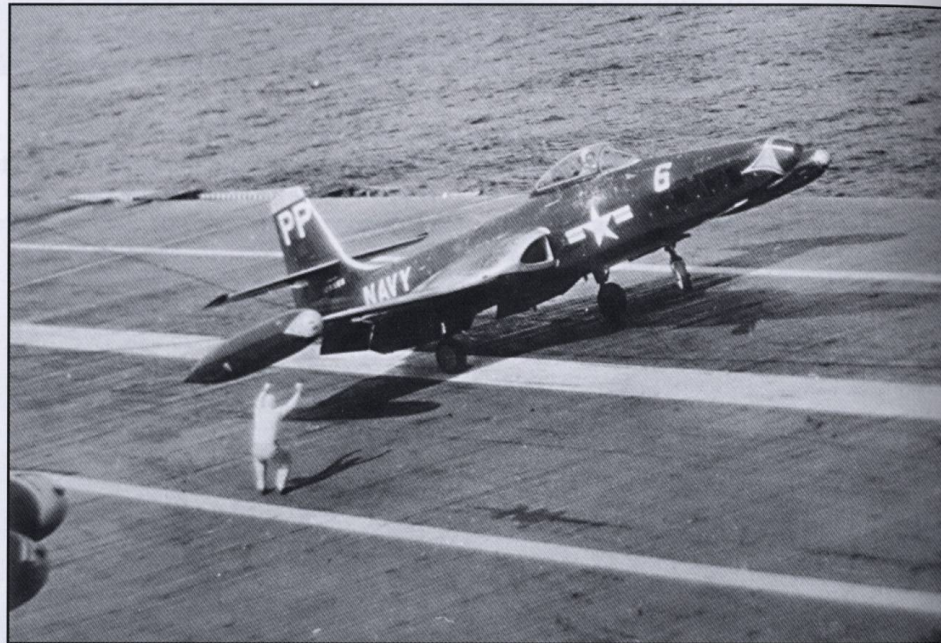


Above, VC-61 F2H-2P from CVA-33 being escorted by a VF-11 F2H-2 over Korea on 24 December 1952. (National Archives) Below, VC-61 F2H-2P being escorted by two VF-52 Panthers from the USS Boxer after a mission over Korea in July 1953. (USN)



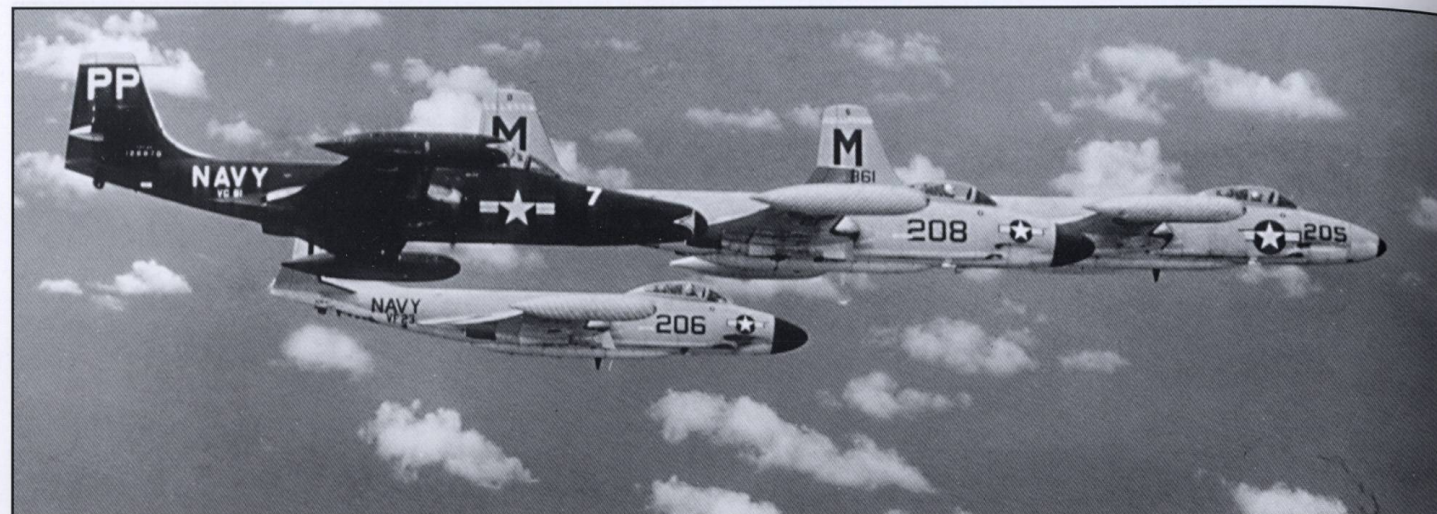


At right, unusual trap of F2H-2P on board the USS Yorktown in 1956. (National Archives) Above, VC-61 F2H-2P landing aboard the Essex on 6 January 1955. (National Archives) Below, VC-61 Det Jig F2H-2P tied down on the forward deck of the USS Shangra-La in 1956 while assigned to ATG-3. (USN)

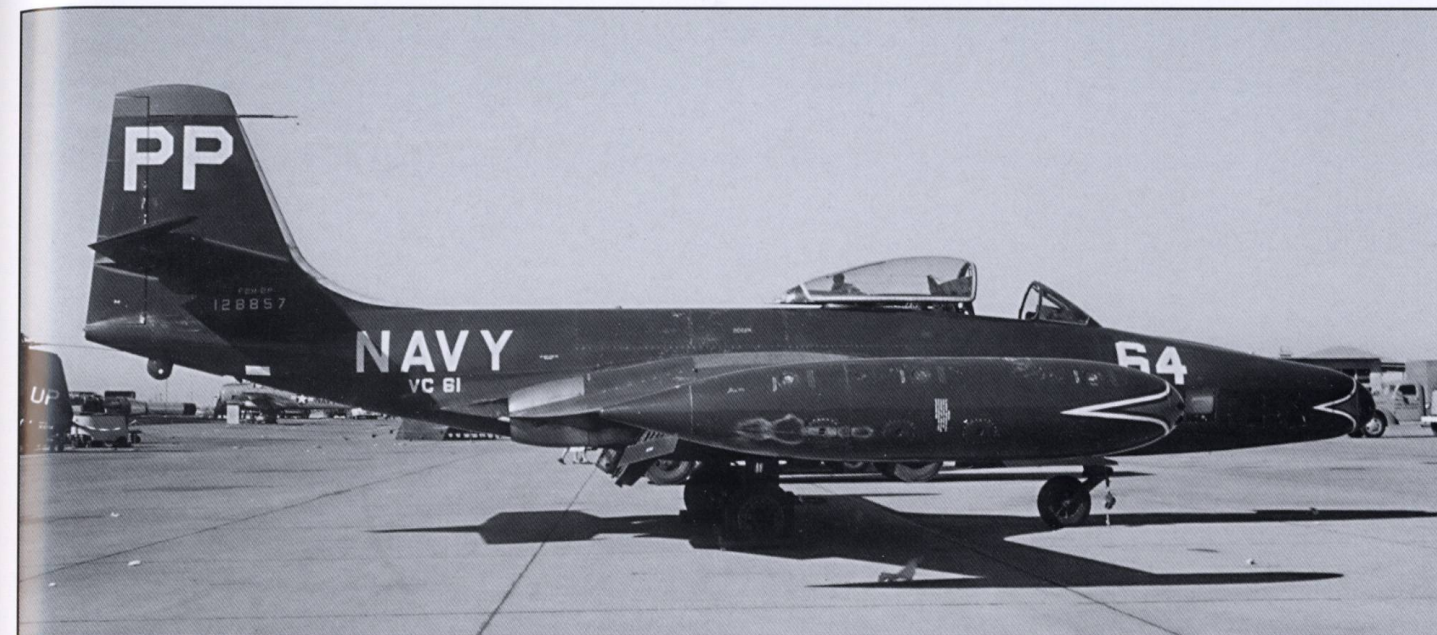
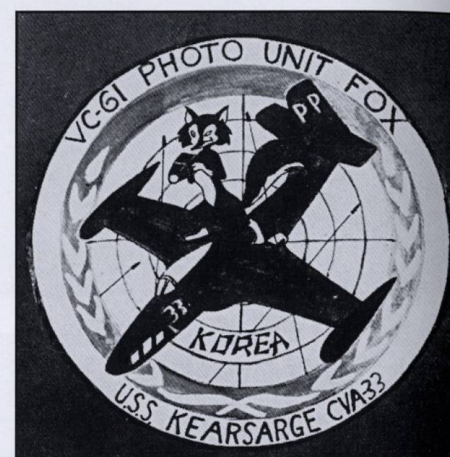


Above, VC-61 F2H-2P sits aft of the elevator aboard the USS Yorktown (CVA-10) in December 1953. (National Archives) Below, VC-61 F2H-2P Banshee with a VC-3 F2H-3 escort from CVA-12. (National Archives)





Above, VC-61 F2H-2P BuNo 128870 with three VF-23 F2H-3 Banshees over the Pacific while assigned to the USS Yorktown (CVA-10) in July 1956. (National Archives) Below, VC-61 Banshee goes inverted near Mt. Fuji in 1956. Aircraft was assigned to CVA-33. (USN) At right top, VC-61 F2H-2P BuNo 128857 at NAS Miramar on 27 October 1956. Nose and tip tanks had red and white trim. The vertical tail fin cap was red. (William Swisher) Below, VC-61 F2H-2P over San Diego, CA, on 18 July 1956. The nose had been modified by incorporation of ASC 275A. (USN)

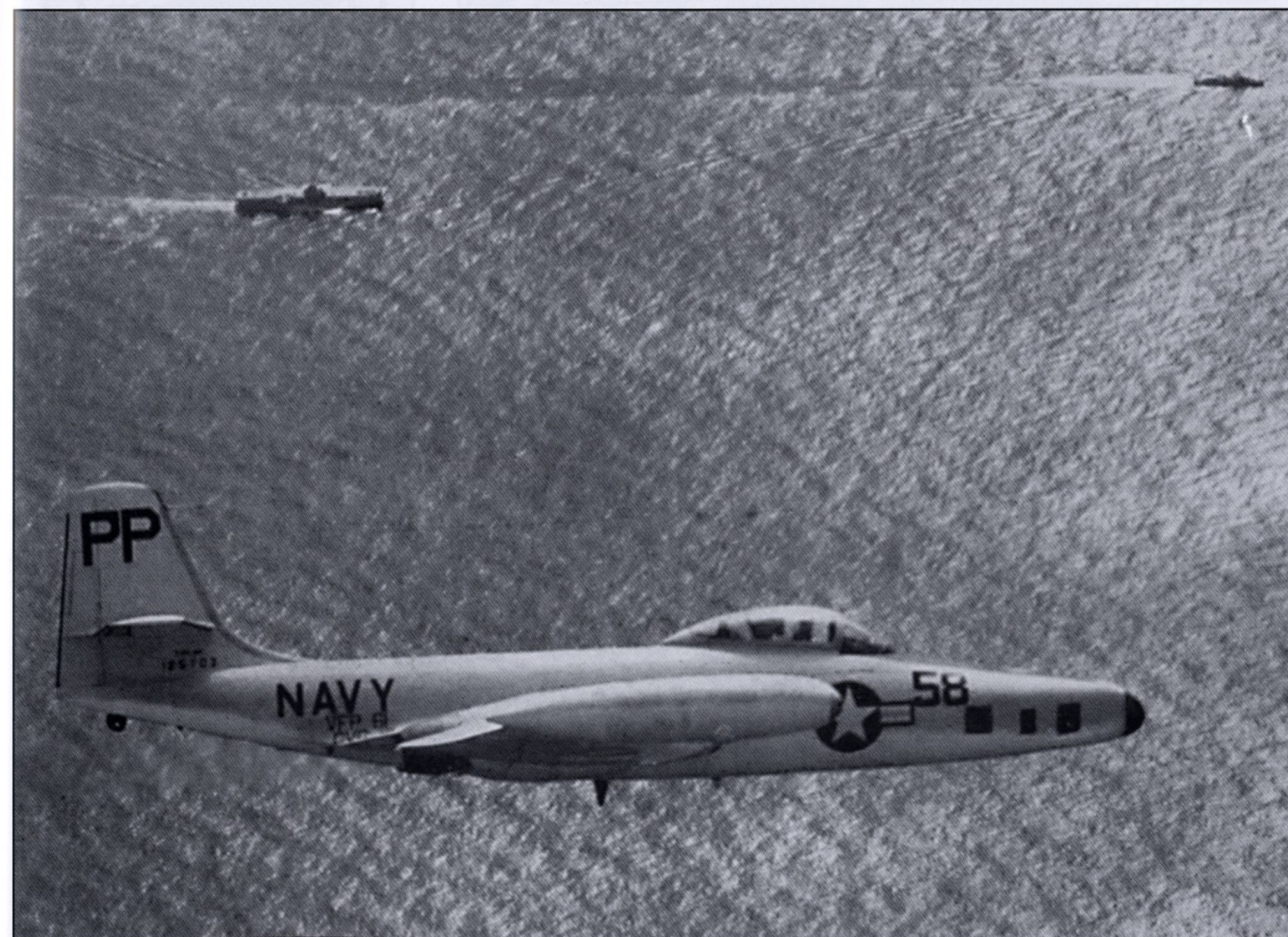


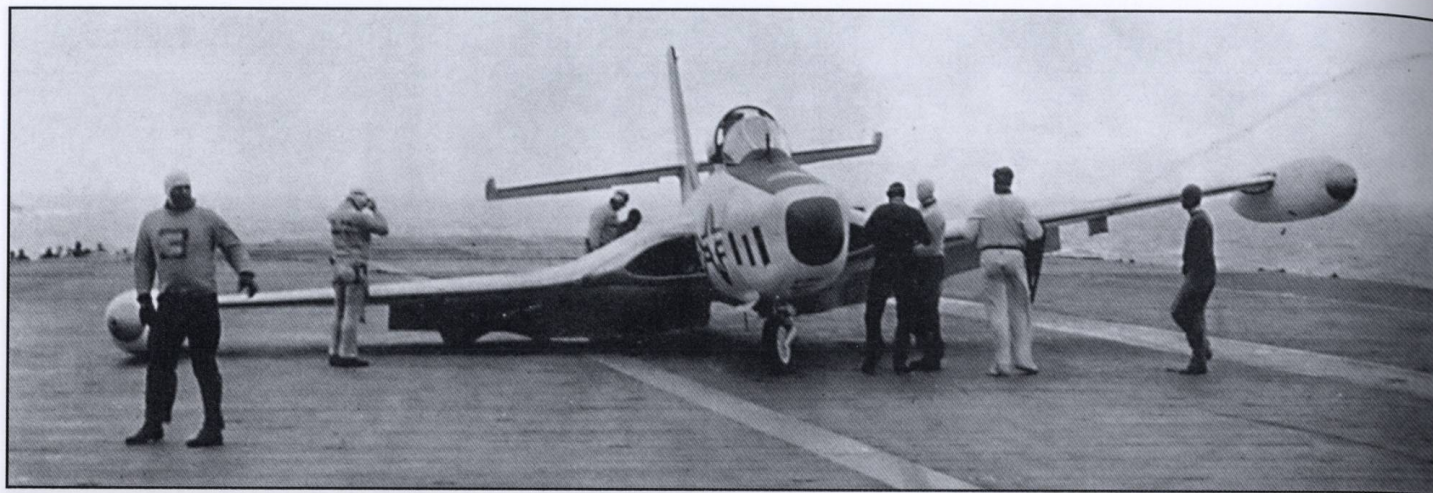


Above, VC-61 F2H-2Ps from CVA-33 in 1955-56. (USN) Below, VFP-61 F2H-2Ps in August 1956 from above. Note wing-walk areas and anti-glare panels. (National Archives)

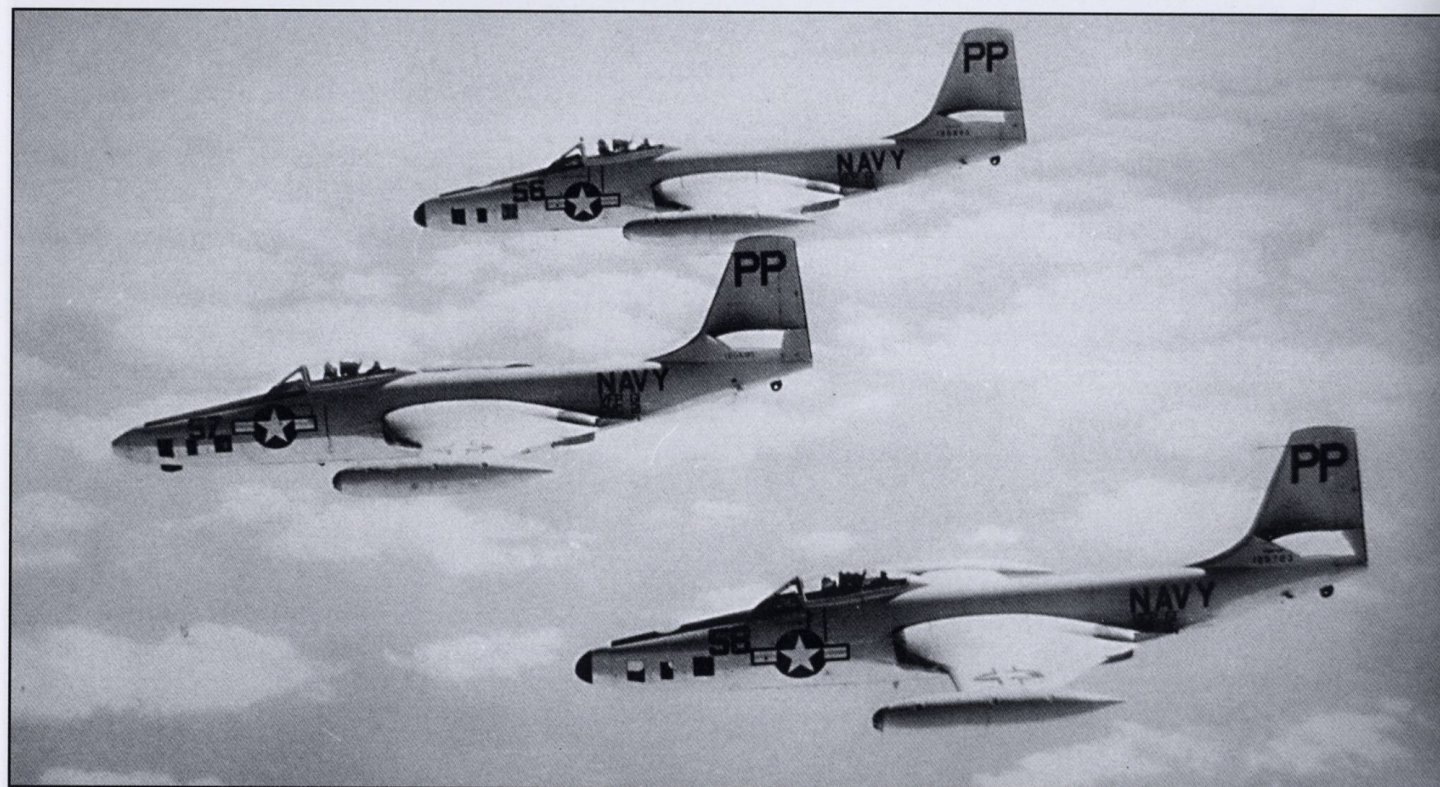
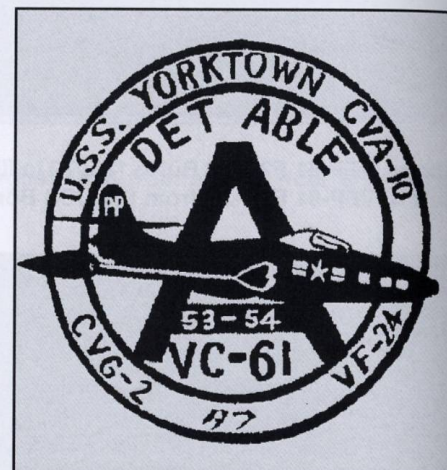
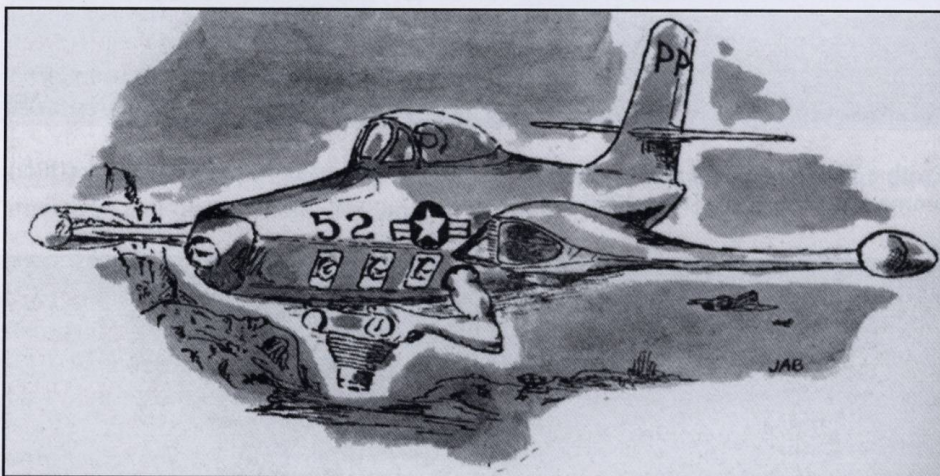


Above, VFP-61 F2H-2P BuNo 125072 in flight with a VMF-214 F2H-4 while assigned to the USS Hancock (CVA-19) in 1957. (USN) Below, VFP-61 F2H-2P from the USS Bon Homme Richard (CVA-31) in 1956-57. (USN)

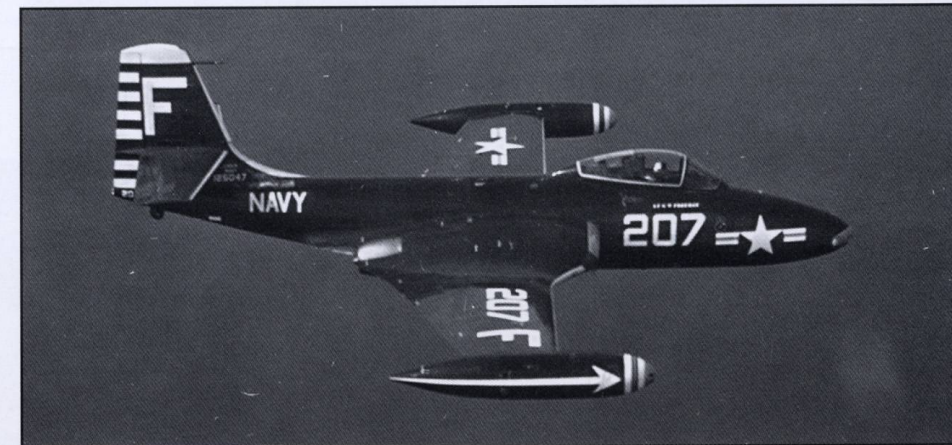
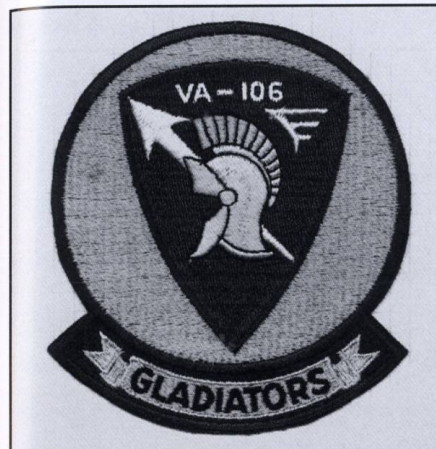




Above, VFP-61 F2H-2P with collapsed main gear on CVA-31 in 1956-57. (USN) Below, VC-61 cruise book illustration from CVA-33 1955-56. (USN) Bottom, VFP-61 F2H-2Ps (BuNo 125703 in the foreground) operating from CVA-31 in 1957. (USN)



FIGHTER SQUADRON SIXTY-TWO, VF-62 "GLADIATORS"



Bomber Fighter Squadron Seventeen (VBF-17) was established on 2 January 1945 and equipped with F6F-5 Hellcats. It was redesignated Fighter Squadron Six B (VF-6B) on 15 November 1946 with F4U-4 Corsairs. The squadron was redesignated VF-62 on 28 July 1948 after receiving F8F-2 Bearcats. F8F-1Bs were later received too.

VF-62 began replacing its Bearcats with F2H-2 Banshees on 3 August 1950 and transferred from NAAS Oceana, VA, to NAAS Cecil Field, FL. In March 1951, the unit was assigned to CVG-4 aboard the USS Oriskany (CV-34). Carrier qualifications for the Mediterranean deployment were conducted in April while under the command of LCDR H. A. Kelly. During the cruise, LTJG James M. Weaver died in an accident on 14 September 1951.

Three more deployments were made with Banshees, two with CVG-

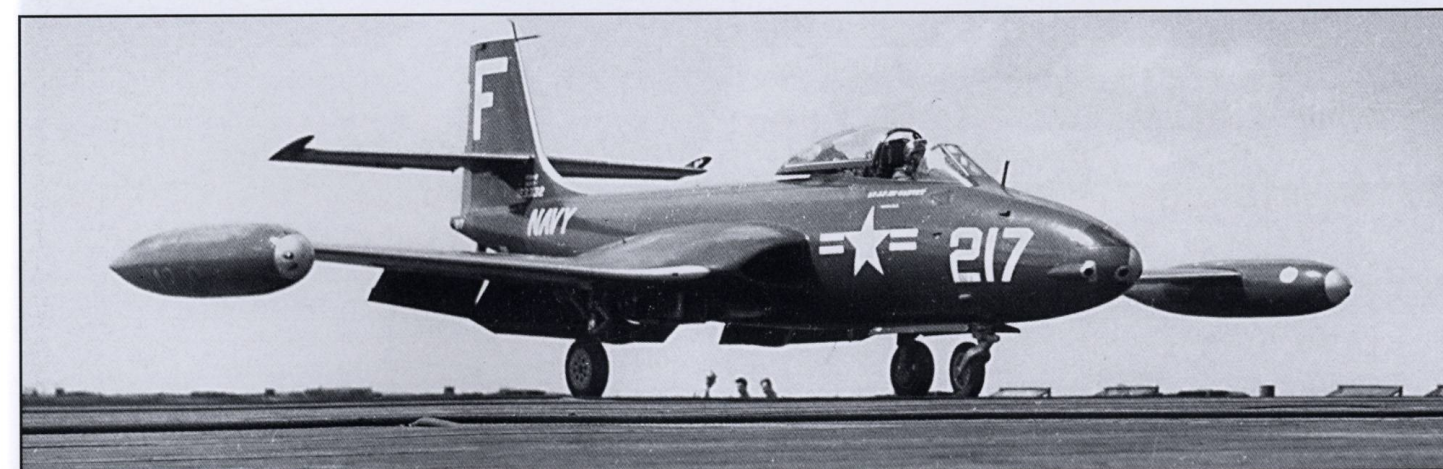
4 and one with CVG-10. Another Med cruise was conducted from 19 April through 12 October 1952 aboard the USS Coral Sea (CVB-43). This was followed by a Korean War cruise under the command of LCDR W.W. Kelly aboard the USS Lake Champlain (CVA-39) from 26 April through 4 December 1953. For its last Banshee cruise, VF-62 deployed to the Med again aboard CVA-43 from 7 July through 20 December 1954.

During the Korean War cruise, while on a bomb run, LT H.C. Jones dropped his load of 100 lb bombs when ENS Robillard's F2H slid uncontrollably beneath Jones plane due to a control boost failure. A 100 lb bomb was caught in the aft fuselage of Robillard's Banshee, but didn't explode. He made a very scary emergency landing at an auxiliary dirt airstrip. Two other squadron aircraft (BuNos 123333 and 123328) were destroyed on deck on 13 June 1953 when several rounds of 20mm ammo

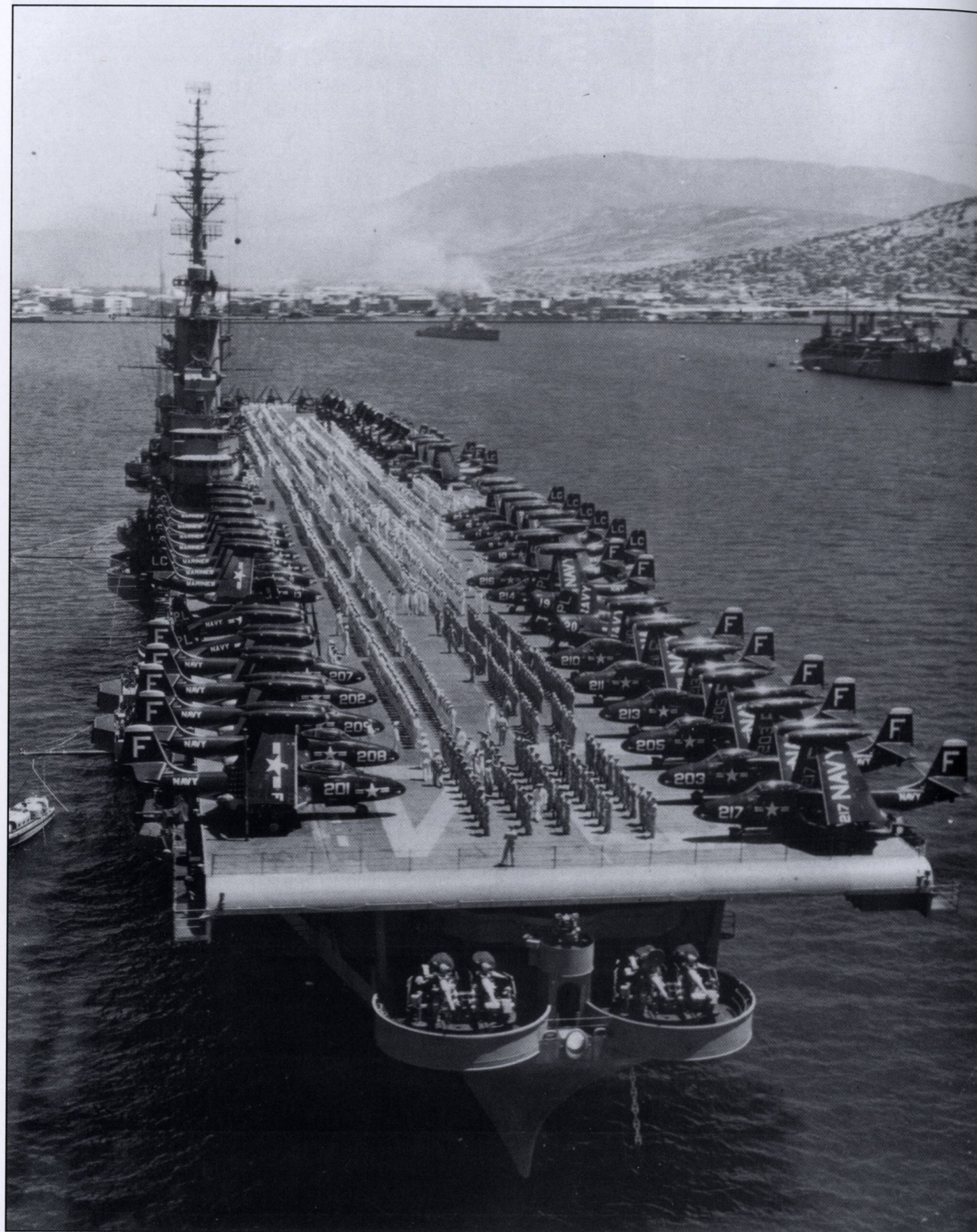
were inadvertently fired from a VF-22 Banshee. On 22 July 1953, during morning flight operations, LT D.C. Joines was forced to bail out of his F2H-2 over water. He was recovered uninjured by a helicopter from the USS Bremerton (CA-130). A VF-62 pilot, LT John L. Sullivan, is credited as making the last carrier landing of the Korean War. This occurred just before sunset on 27 July 1953.

VF-62 was redesignated Attack Squadron One Hundred Six (VA-106) on 1 July 1955 in preparation to receiving F9F-8B Cougars. On 4 June 1958, the squadron converted to A4D-2 Skyhawks which were

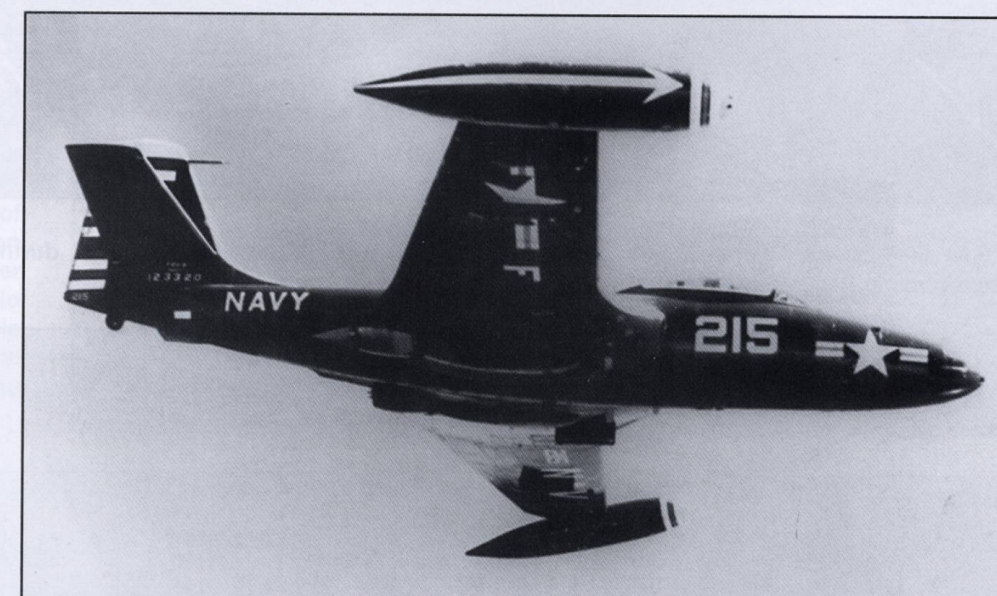
Above, VF-62 F2H-2 BuBo 125047 in 1953. (USN via Fred Roos) Below, VF-62 F2H-2 taxis on CV-34 in the Med in 1951. VF-62 did not have rudder stripes on their aircraft during this cruise. (NMNA)



Below, VF-62 and VMF-122 F2H-2 Banshees aboard the USS Oriskany (CVA-34) in 1951. Fourteen VF-62 Banshees and fourteen VMF-122 Banshees can be seen. (McDonnell)



Above, VF-62 F2H-2 landing on the USS Shangra-La (CVA-39) in 1953 off the coast of Korea. (NMNA) At right, LT J.T. Peddy Jr. launched from CVA-39 on 10 June 1953 and broke the tip tank aft attachment fitting. (via Tailhook) Below, VF-62 F2H-2 on the elevator of CVA-39 off the coast of Korea in 1953; trim was white. (NMNA)

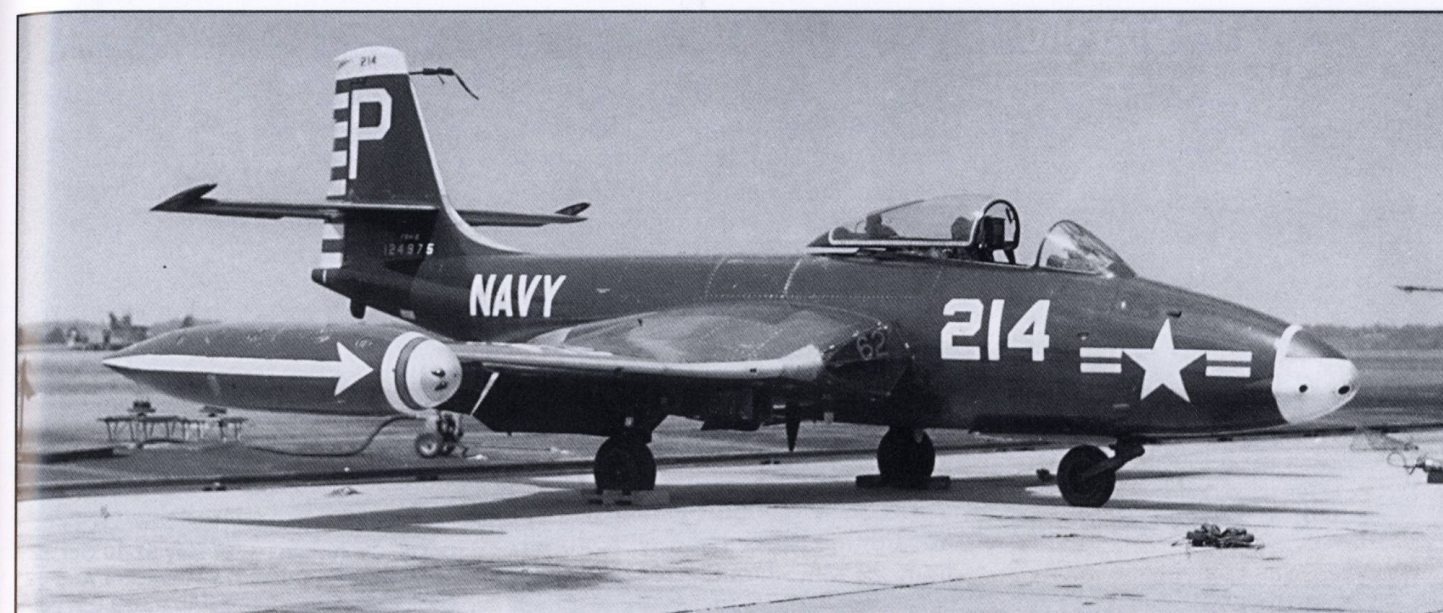
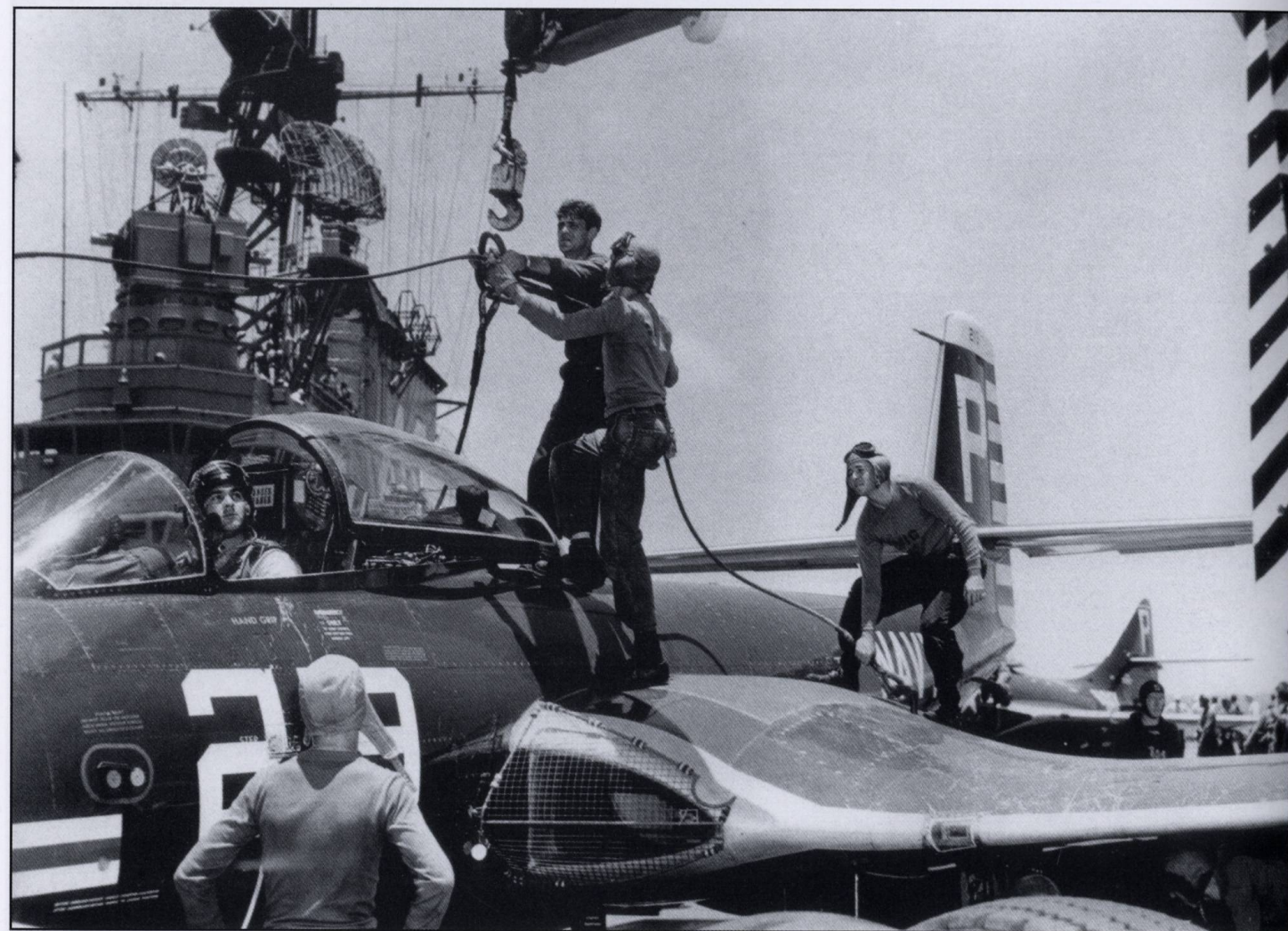


replaced with A-4Cs on 18 December 1962. In November 1966 the A-4E took over. In 1968, A-4Cs replaced the A-4Es and the squadron was disestablished on 7 November 1969.

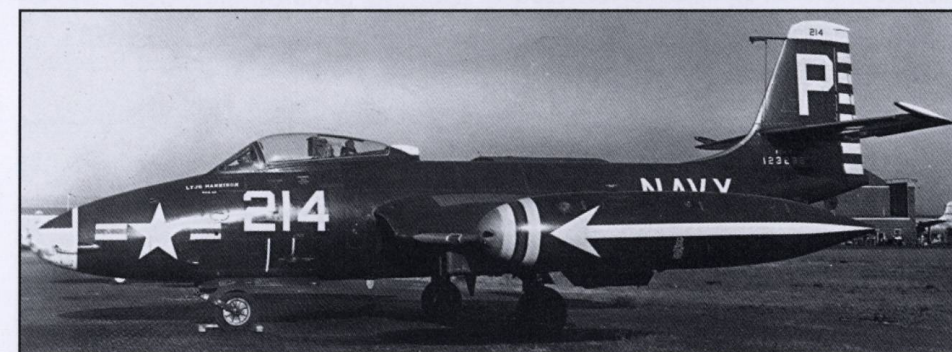




VF-62 F2H-2s over Korea on 26 July 1953. (via Tailhook) Below, VF-62 F2H-2 during a training exercise on CVA-43 at Guantanamo Bay, Cuba, on 24 May 1954. (USN)



Above, VF-62 F2H-2 BuNo 124975 at NAS Jacksonville, FL, on 10 June 1954. Stripes on tip tanks were white-red-white. (Fahey collection via D. Ostrowski/Reos) At right, left side of same aircraft with LTJG Harrison painted below the canopy rail. (Ginter collection) Below, VF-62 F2H-2 BuNo 124963 piloted by LTJG J. R. Pavelle rolled off the deck of the USS Coral Sea (CVA-43) during operations in the Med. (National Archives)



PHOTOGRAPHIC COMPOSITE SQUADRON SIXTY - TWO, VC-62



VC-62 was established on 3 January 1948 and its first insignia approved on 15 April 1949 reflected the squadron's mission. The "Shutter-bug" standing on two carriers project-

ed the image of the composite squadron delivering photographic services to the fleet. The nucleus of the squadron came from the FASRON Three Photo Unit at NAS Norfolk, VA. The first CO was CDR W. O. Moore who was assigned ten F9F-2Ps, two F4U-4Ps and four F4U-5Ps.

In early 1951, the F2H-2P photo-Banshee was acquired by the squadron. The first deployment was made by Det 5 to the Caribbean aboard the USS Midway (CVB-41) from 22 May through 10 July 1951. This was followed by a deployment of Det 7 aboard the USS F. D. Roosevelt (CVB-42) from 3 September 1951 through 4 February



1952 to the Mediterranean as part of CVG-17.

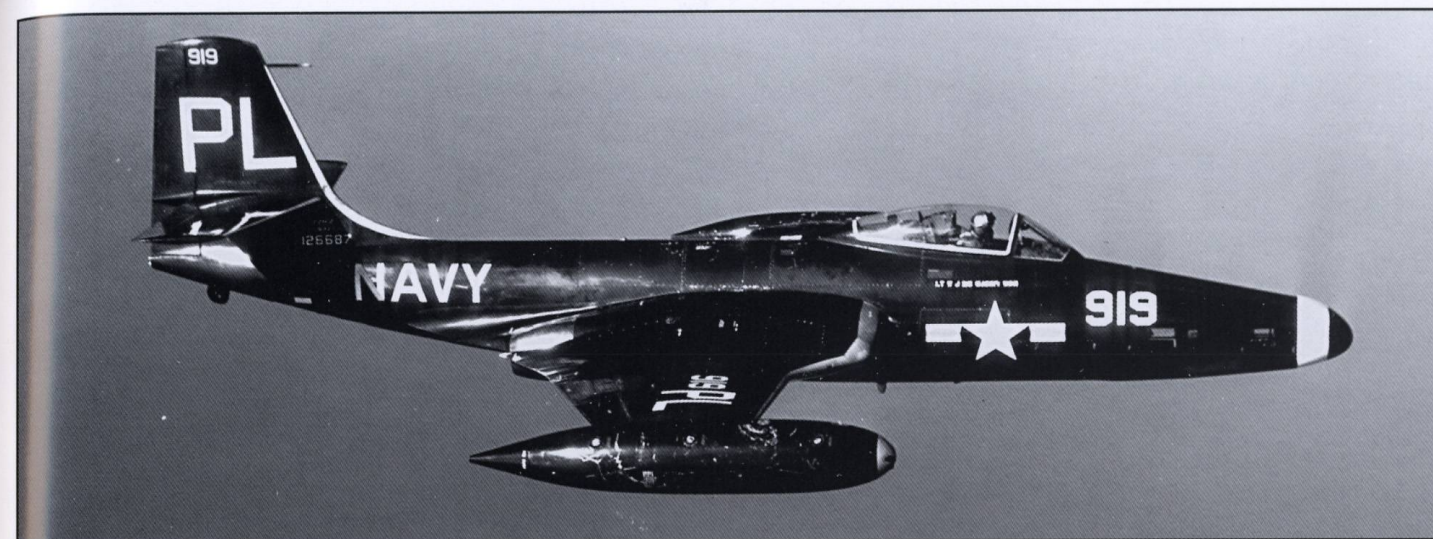
Det 32 fielded a contingent of both F8F-2Ps and F2H-2Ps aboard the USS Tarawa (CV-40) for a Med cruise from 28 November 1951 through 11 June 1952. This was followed by thirty more F2H-2P Dets before VC-62 was redesignated VFP-62 on 2 July 1956. These were:

Det5, CVB-41, CVG-6, 9 Jan 52-5 May 52
 Det6, CVB-43, CVG-4, 2 Mar 52-7 Apr 52
 Det6, CVB-43, CVG-4, 19 Apr 52-12 Oct 52
 Det38, CV-18, CVG-1, 24 May 52-10 Oct 52
 Det7, CVB-42, CVG-17, 23 Jun 52-4 Aug 52
 Det5, CVB-41, CVG-6, 26 Aug 52-8 Oct 52
 Det7, CVB-42, CVG-17, 26 Aug 52-18 Dec 52
 Det3, CV-32, CVG-3, 29 Aug 52-4 Feb 53
 Det5, CVA-41, CVG-6, 1 Dec 52-19 May 53
 Det32, CVA-40, CVG-10, 7 Jan 53-3 Jul 53
 Det6, CVA-43, CVG-8, 26 Apr 53-21 Oct 53
 Det44, CVA-39, CVG-4, 26 Apr 53-4 Dec 53
 Det7, CVA-42, CVG-1, 11 Jun 53-3 Dec 53
 Det41, CVA-20, CVG-7, 27 Jul 53-15 Aug 53
 Det53, CVA-45, CVG-10, 17 Aug-4 Sept 53
 Det41, CVA-20, CVG-7, 16 Sep 53-23 Feb 54
 Det38, CVA-18, CVG-17, 16 Sep 53-30 Apr 54
 Det32, CVA-40, CVG-3, 12 Nov 53-6 Sep 54
 Det35, CVA-41, CVG-6, 4 Jan 54-4 Aug 54
 Det57, CVA-12, ATG-181, 6 Jan 54-1 Mar 54
 Det31, CVA-43, CVG-10, 28 Mar 54-5 Jun 54
 Det31, CVA-43, CVG-10, 7 Jul 54-20 Dec 54
 Det34, CVA-39, CVG-8, 28 Sep 54-22 Apr 55
 Det36, CVA-15, ATG-181, 30 Nov 54-1 Jun 55
 Det35, CVA-41, CVG-1, 27 Dec 54-14 Jul 55
 Det31, CVA-43, CVG-17, 5 Apr 55-29 Sep 55
 Det33, CVA-11, CVG-4, 28 May 55-24 Nov 55
 Det34, CVA-39, CVG-6, 9 Sep 55-31 Mar 56
 Det39, CVA-14, CVG-3, 4 Nov 55-2 Aug 56
 Det33, CVA-11, CVG-8, 12 Mar 56-5 Sep 56

LT E. D. Kimble took the squadron's first and last Banshee Det to war aboard the USS Lake Champlain (CVA-39) from 26 April through 4 December 1953. Det 44 was assigned to CVG-4 and flew 67 combat missions over Korea. A second CVA-39 deployment was made by Det 34, this time to Mediterranean from 28 September 1954 through 22 April 1955.

In August 1955, two VC-62 F2H-

At left, ADJ/C J. A. Durbin talks to VC-62 CO, CDR Leroy W. Keith, in a squadron F2H-2P on 17 July 1951. Note squadron insignia on the fuselage side. (National Archives)



Above, LT W. J. McGarity in BuNo 126687 off Palermo, Italy, on 15 October 1953. (National Archives) At right, VC-62 F2H-2P seen from above on 12 September 1951. (National Archives) Bottom, VC-62's LT F. J. Last prepares to launch from CVB-42 on 14 October 1951. (National Archives)

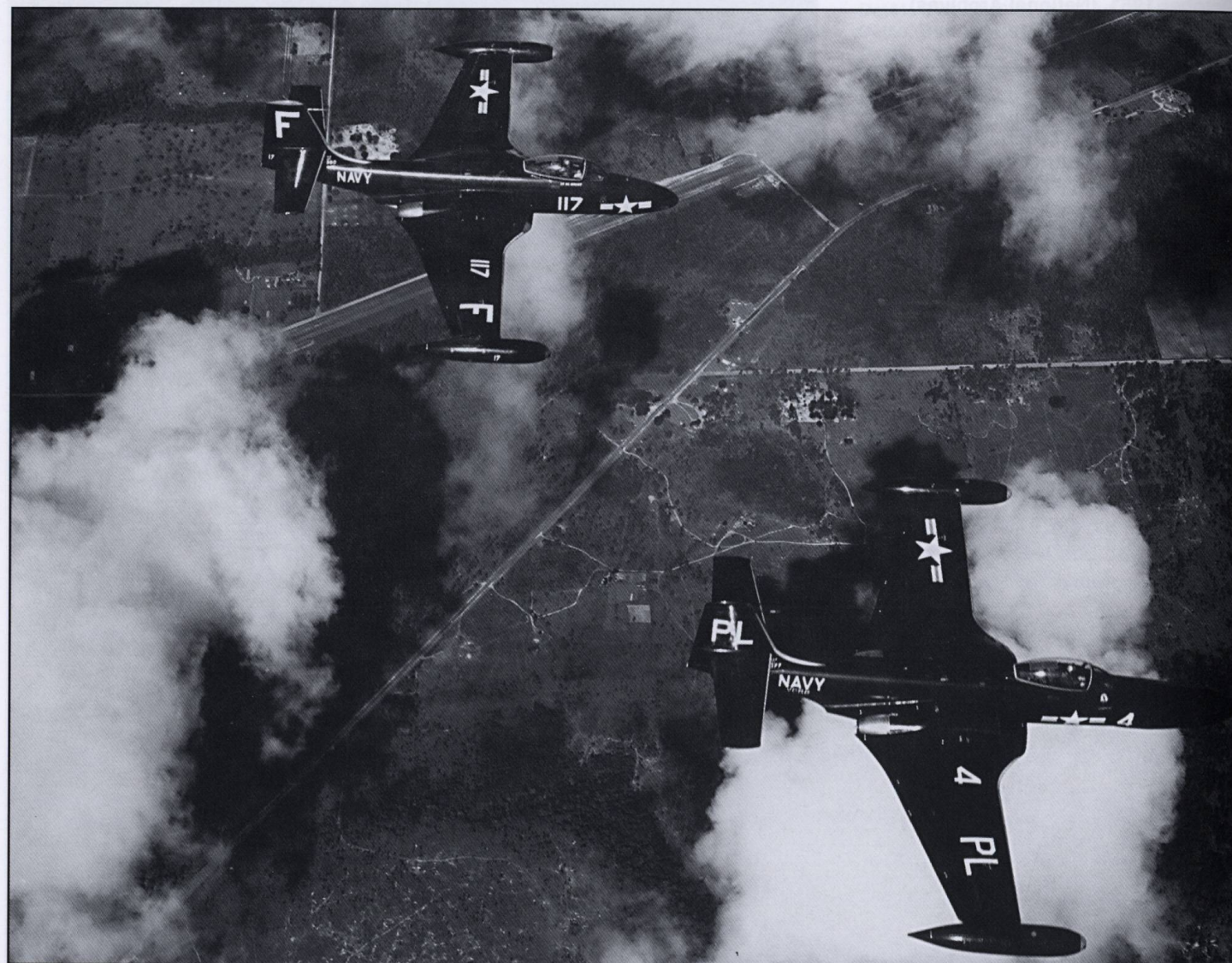
2Ps became the first Navy jets to penetrate a hurricane. LT Peter Mongilardi and LT George D. Hudson first photographed the top of Hurricane Connie before photographing the "eye".

In October 1953, the Grumman F9F-6P arrived to augment the squadron's F2H-2Ps (see Naval





Above and below, VC-62 F2H-2P BuNo 125077 being escorted by a VF-22 F2H-2 on 15 August 1951. (National Archives)



Fighters #67). The F9F-6Ps were replaced by the more capable F9F-8P Cougars by the time the squadron was redesignated VFP-62 on 2 July 1956.

As VFP-62, the squadron deployed seven F2H-2P Dets to Atlantic Fleet carriers. These were:

Det31, CVA-43, CVG-10, 13 Aug 56-Feb 57
 Det42, CVA-59, CVG-1, 7 Nov 56-12 Dec 56
 Det34, CVA-39, ATG-182, 19 Nov-10 Dec 56
 Det42, CVA-59, CVG-1, 15 Jan 57-22 Jul 57
 Det37, CVA-42, CVG-17, 9 Jul 57-5 Mar 57
 Det42, CVA-59, CVG-1, 16 Aug 57- 14 Nov 57
 Det43, CVA-60, CVG-7, 3 Sep 57-23 Oct 57

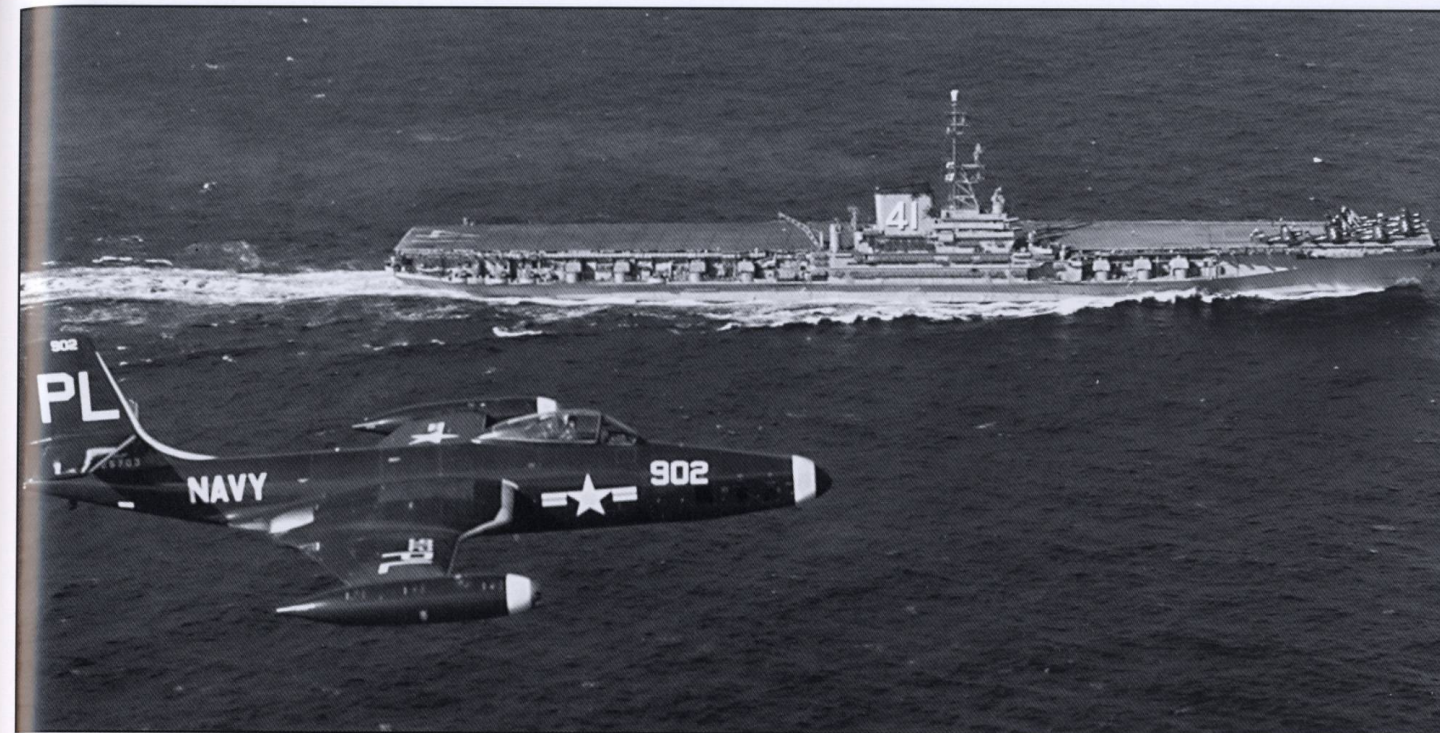
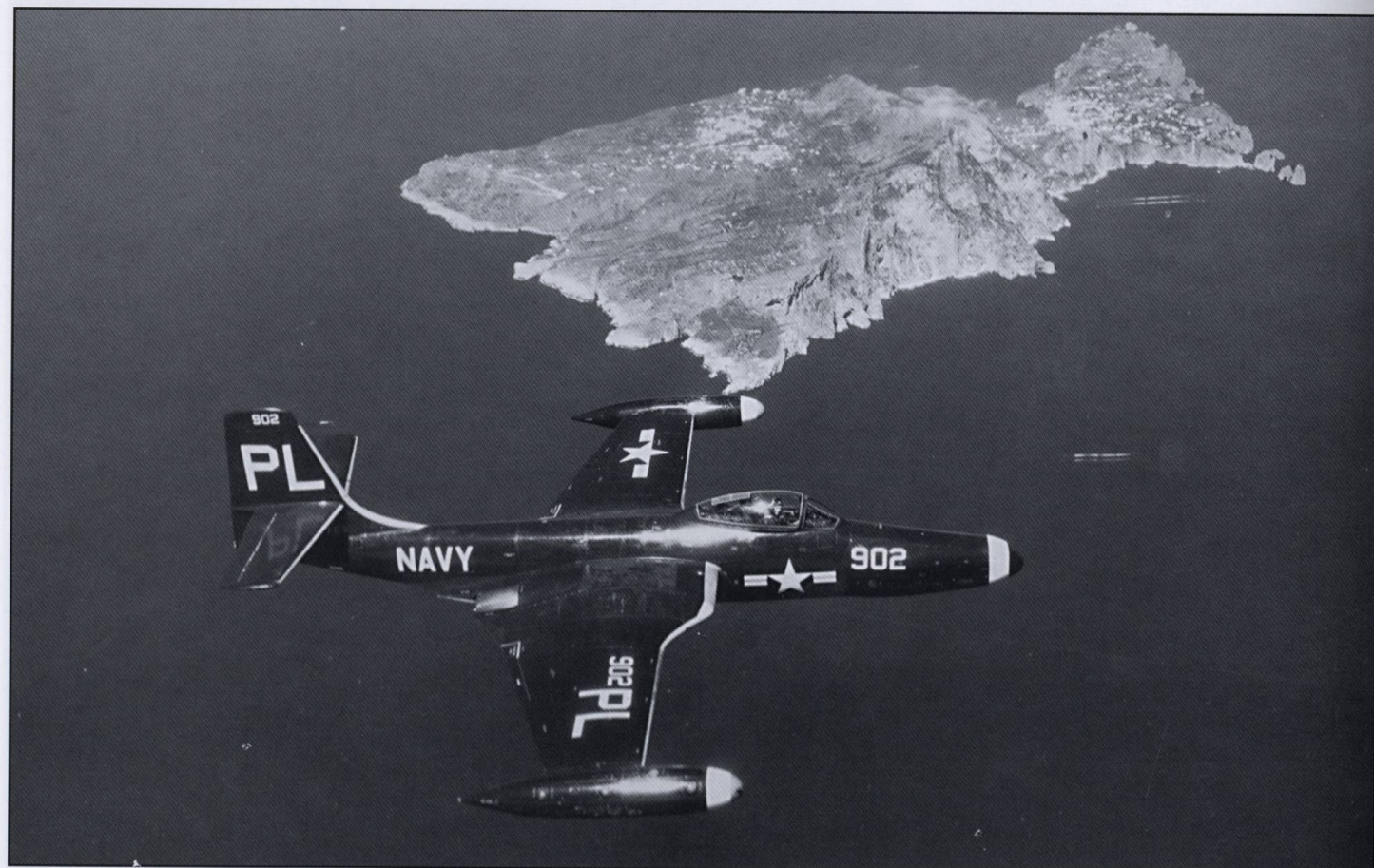
VFP-62 was disestablished on 5 January 1968.

Above, VC-62 F2H-2P BuNo 125073 at NAS Detroit in August 1951. (Clay Jansson) At right, squadron XO LCDR R. B. Dalton in the cockpit of VC-62's CO, CDR L. W. Keith's Banshee on 17 July 1951. (USN) Below, VC-62 F2H-2P escorts specially-configured VX-3 F2H-3 used to film the Cinerama movie "The Thrill of Your Life" from CVA-39 in 1954. (National Archives)

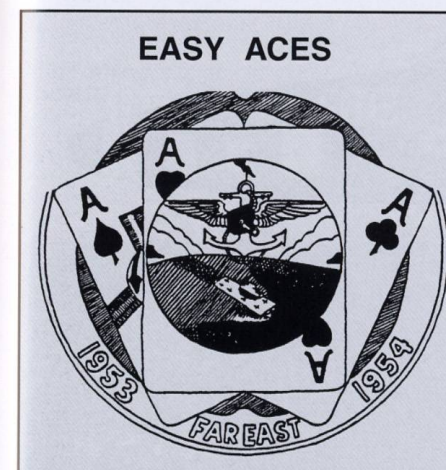


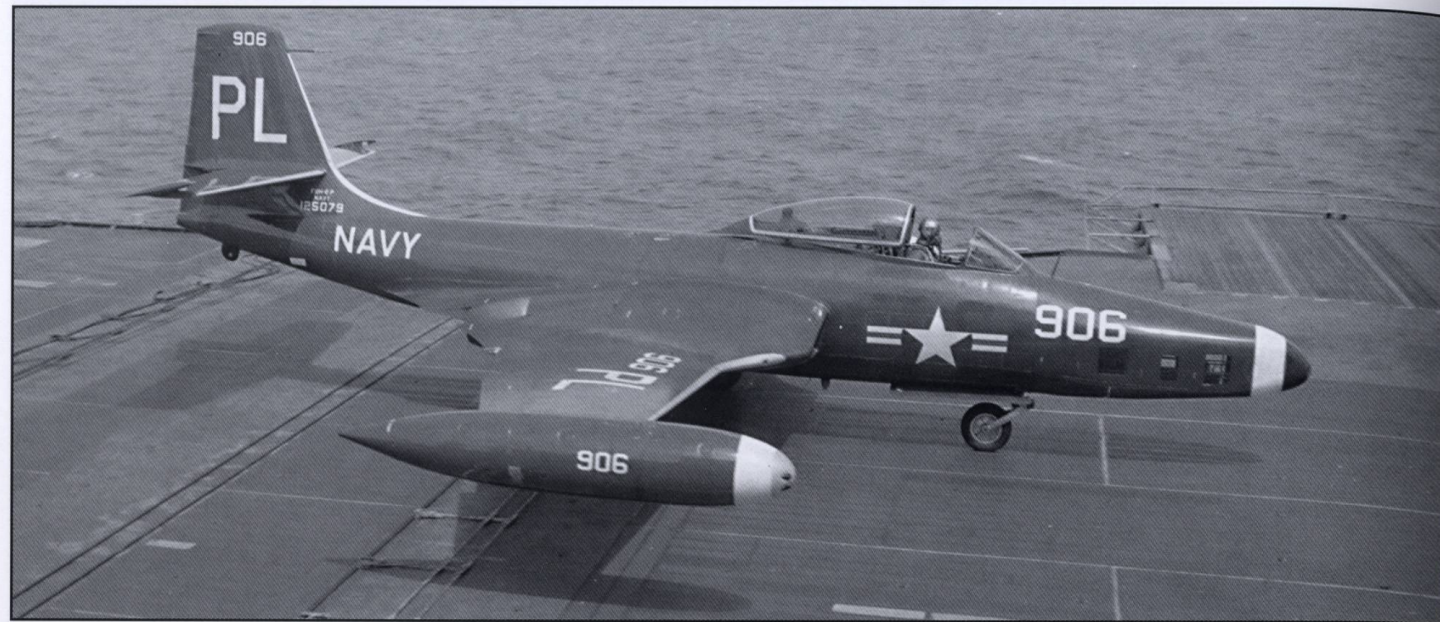


Above, VC-62 F2H-2P from CVA-41 in January 1954. Nose and tip tank stripes were white and fin tip was red. (National Archives) Below, VC-62 F2H-2P from CVA-41 on 12 January 1954. (National Archives)

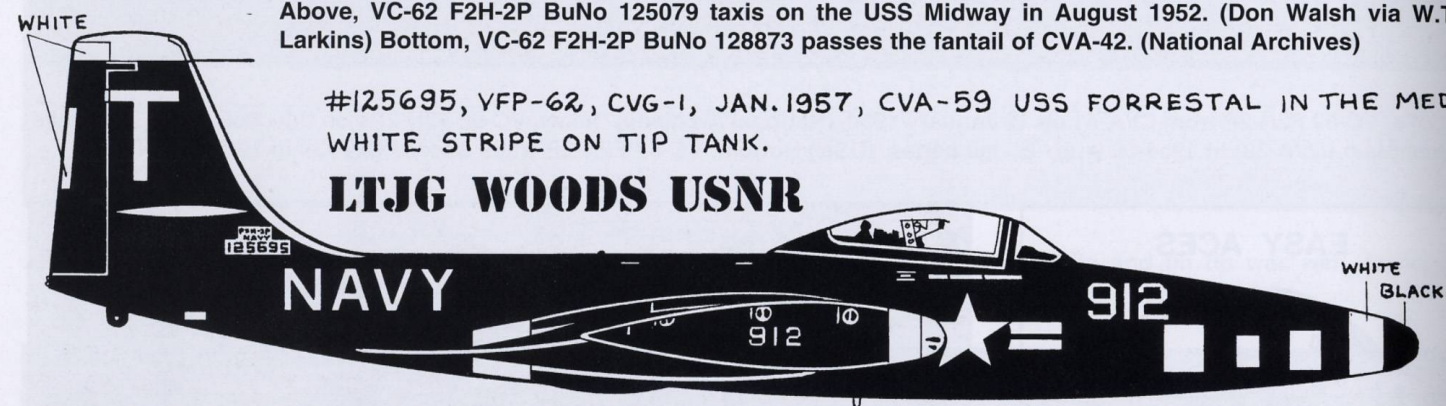


Above, VC-62 F2H-2P from CVA-41 on 12 January 1954. (National Archives) Below, VC-62 F2H-2Ps on the deck of the USS Lake Champlain (CVA-39) in 1954-55 with "E" tail codes. (USN) Bottom, VC-62 F2H-2P traps aboard CVA-39 in 1955. (USN)

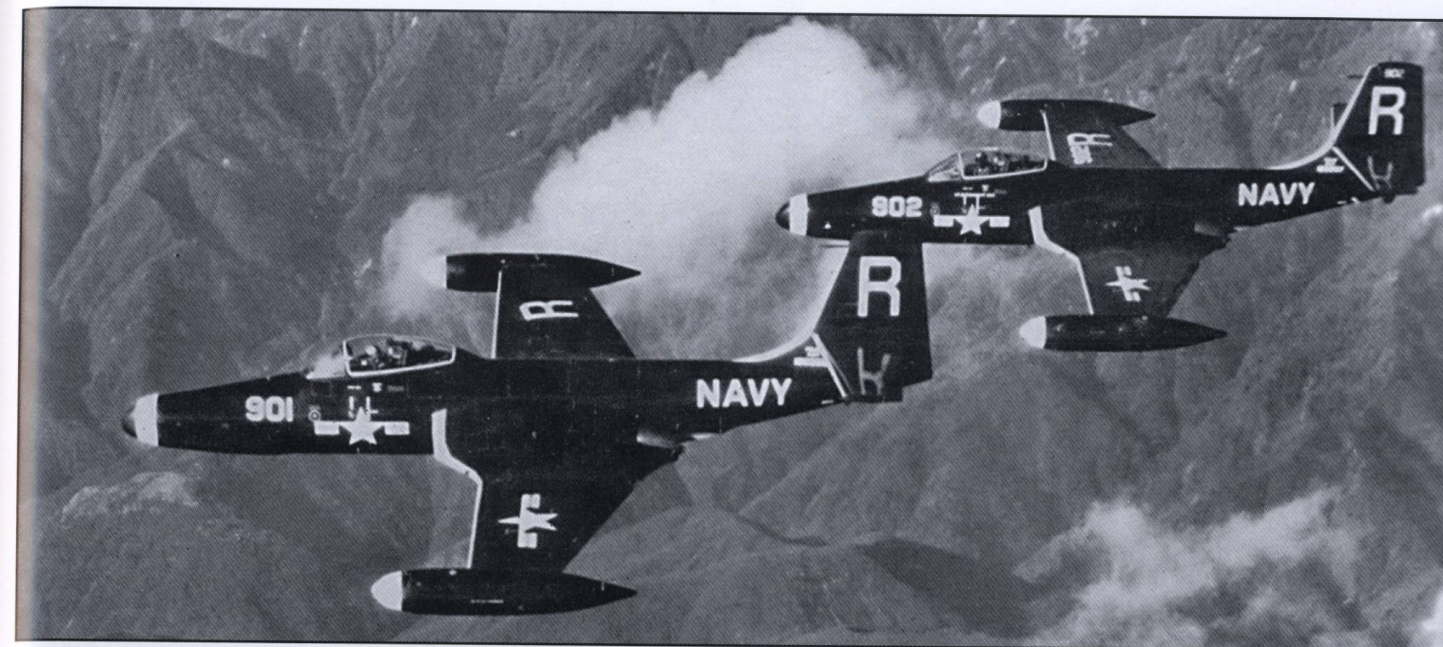
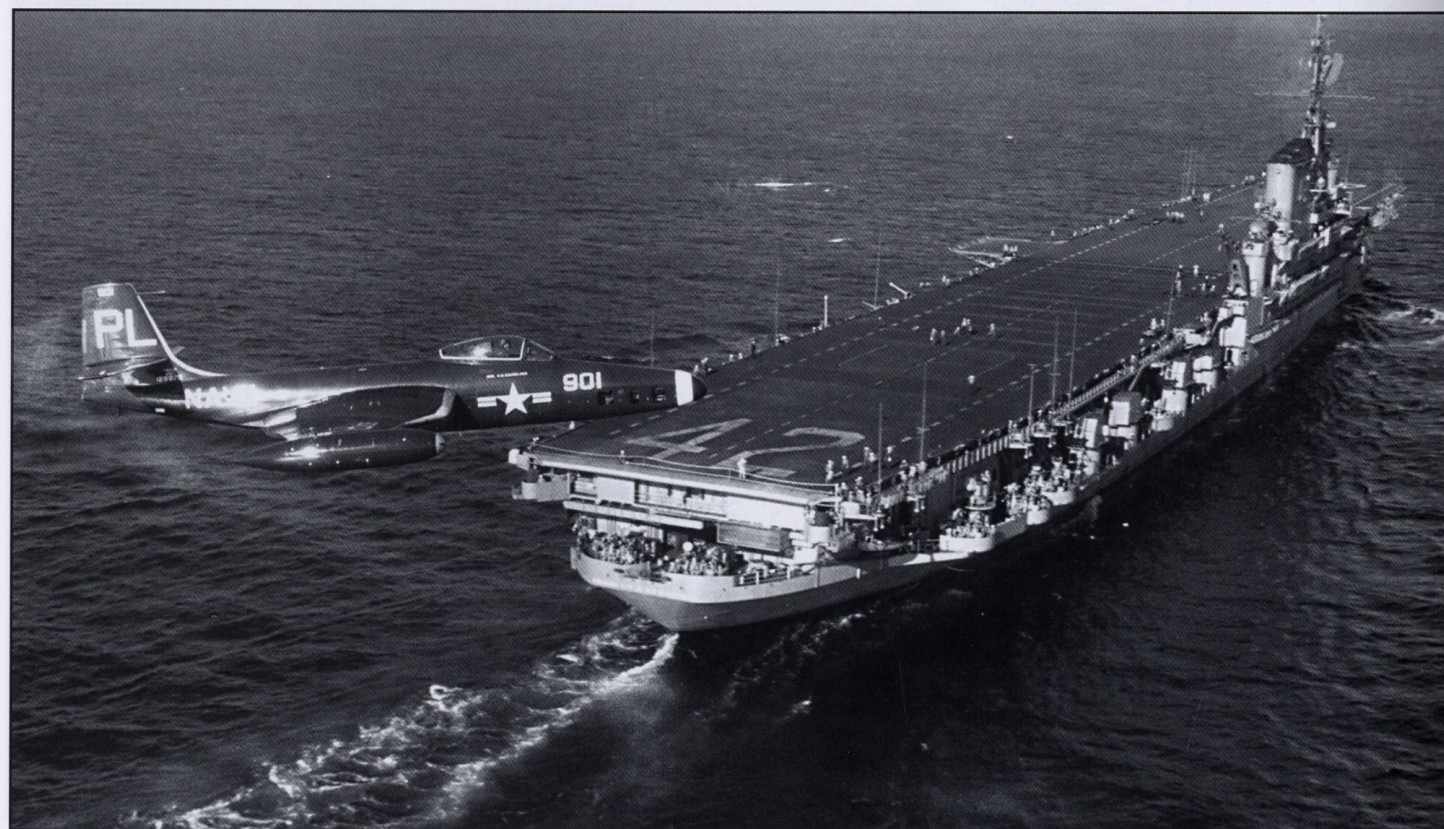




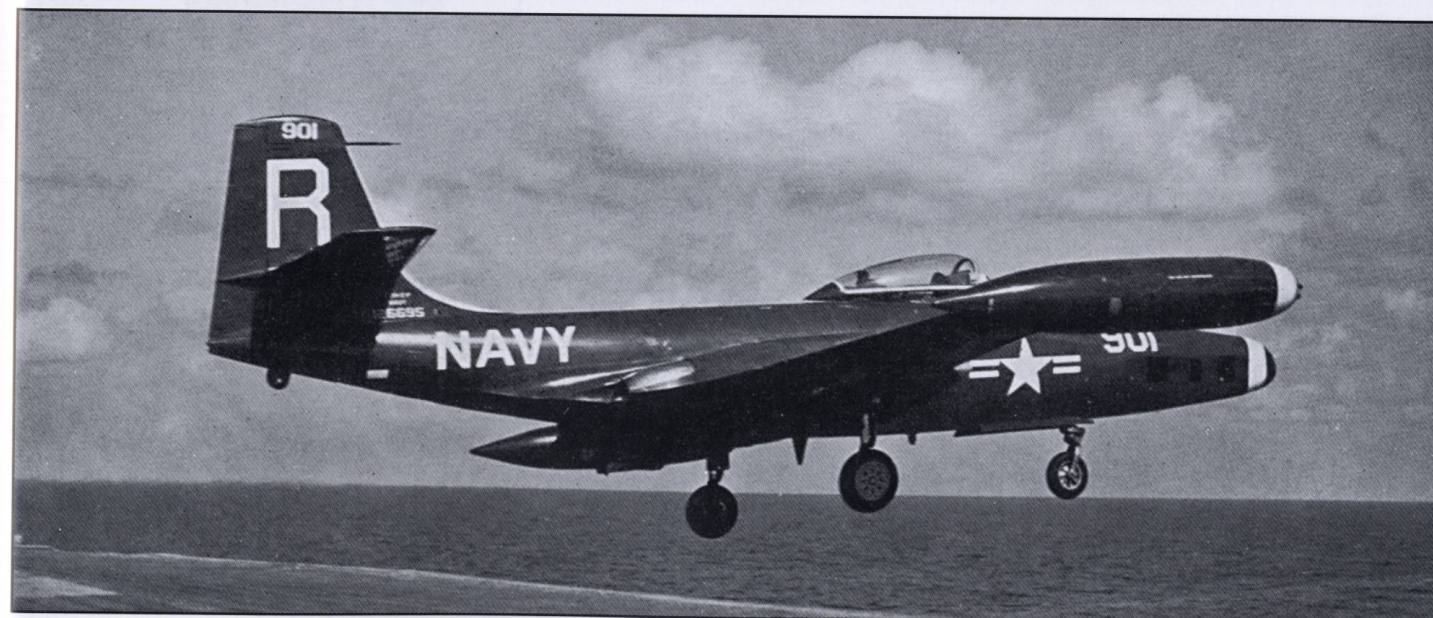
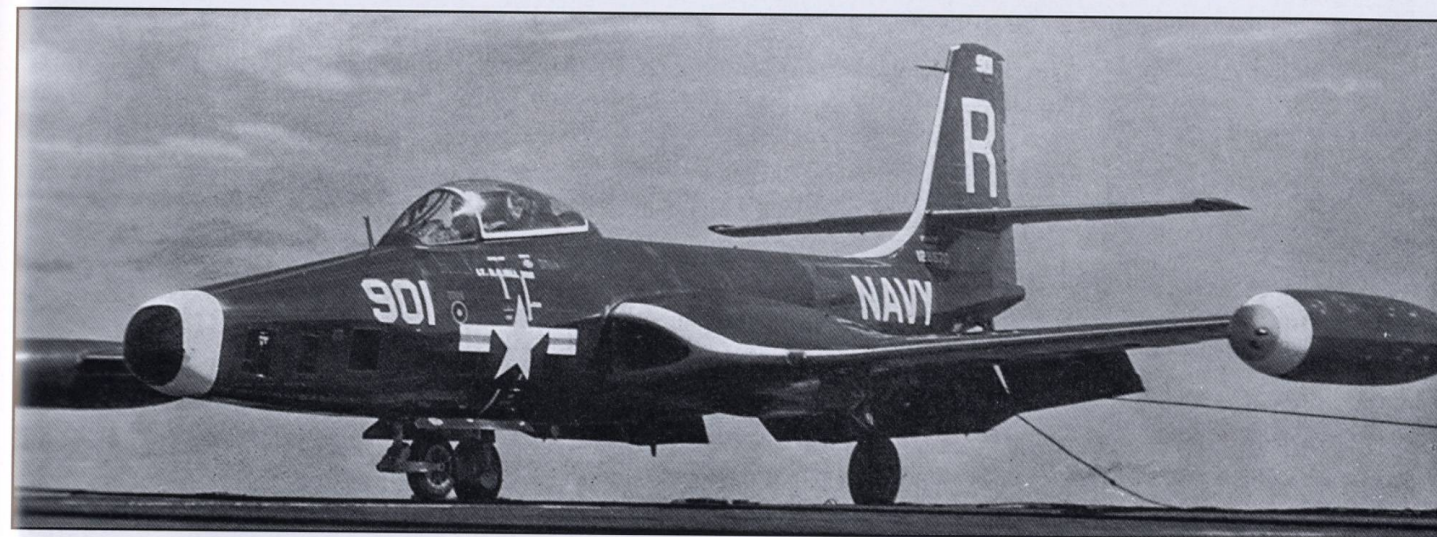
Above, VC-62 F2H-2P BuNo 125079 taxis on the USS Midway in August 1952. (Don Walsh via W.T. Larkins) Bottom, VC-62 F2H-2P BuNo 128873 passes the fantail of CVA-42. (National Archives)

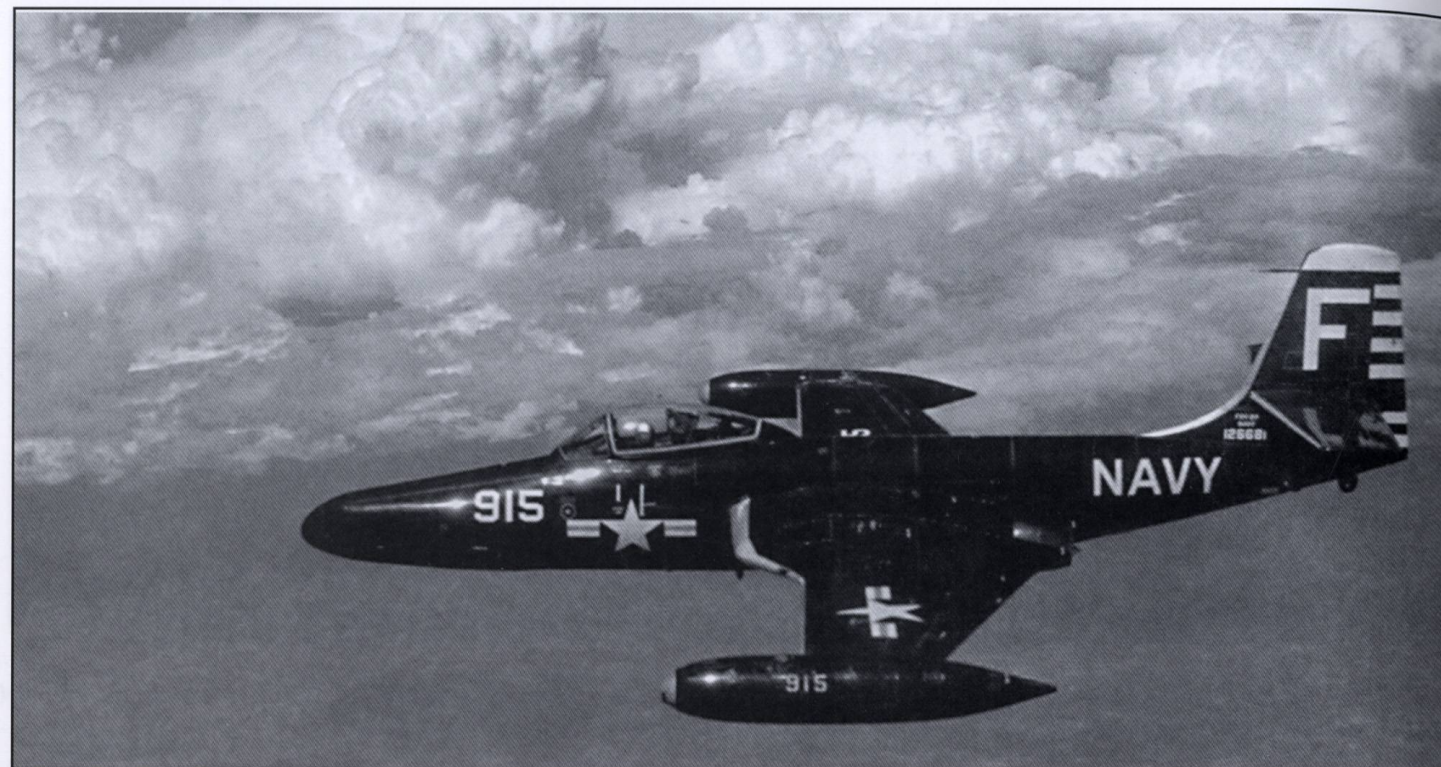


#125695, VFP-62, CVG-1, JAN. 1957, CVA-59 USS FORRESTAL IN THE MED.
WHITE STRIPE ON TIP TANK.
LTJG WOODS USNR

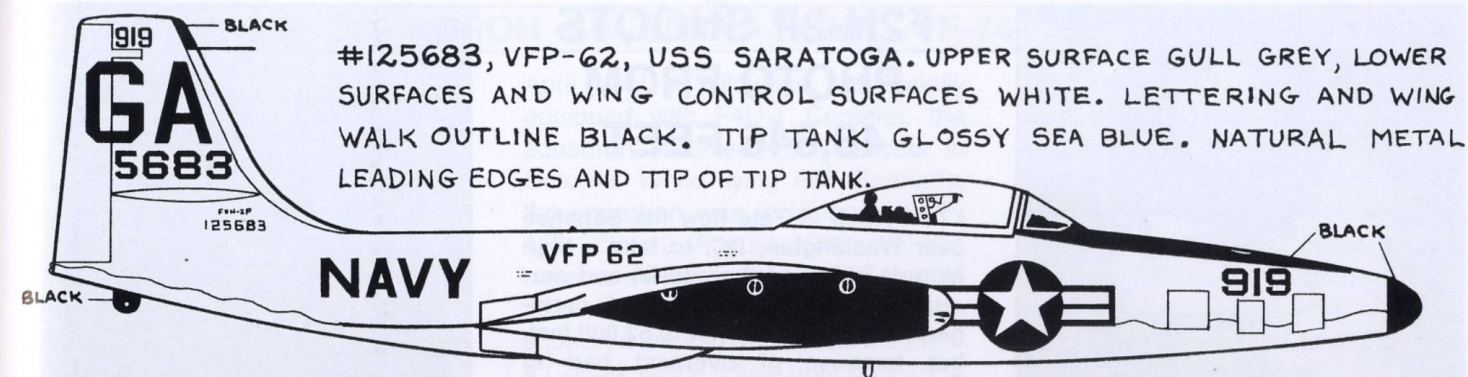
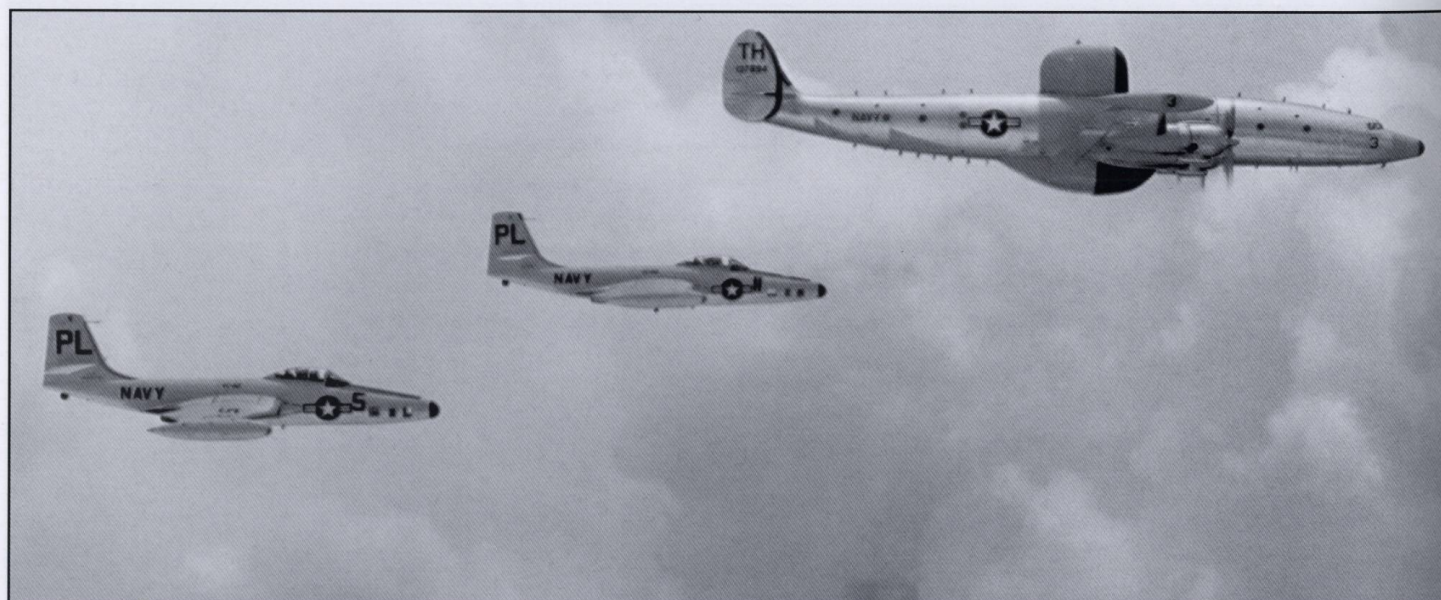


Above, two VC-62 F2H-2Ps from the USS Wasp in 1952 with Air Group's "R" tail code. (USN) Below, VC-62 F2H-2P traps aboard the USS Wasp in 1952. (USN) Bottom, VC-62 F2H-2P launches from the USS Wasp in 1952. (USN)

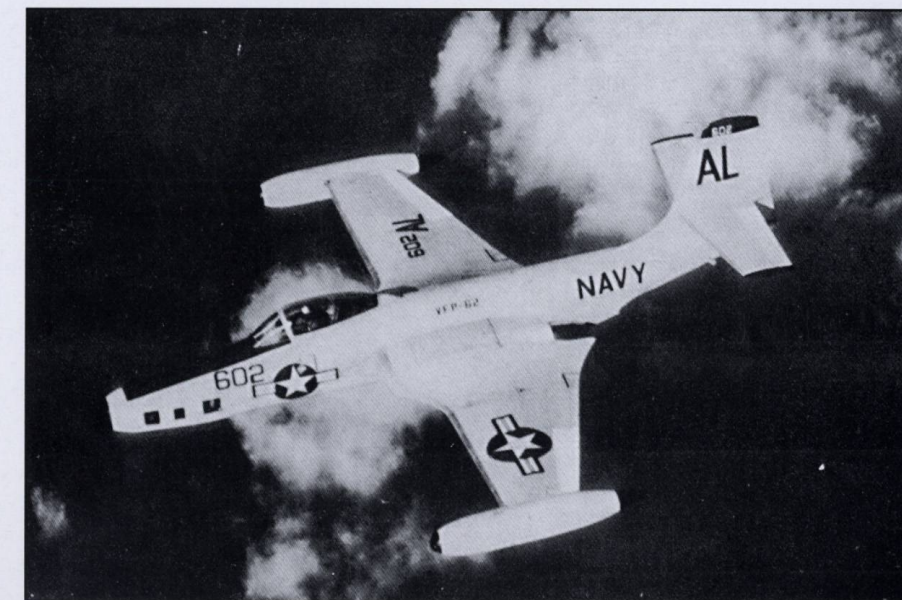




Above, VC-62 F2H-2P with "F" tail code was assigned to CVA-39. (USN) Below, VC-62 F2H-2P from the USS Midway with "C" tail code. (USN) Bottom, two VFP-62 F2H-2Ps on a hurricane hunting mission with a VW-2 Lockheed WV-2 in July 1956. (National Archives via Fred Roos)



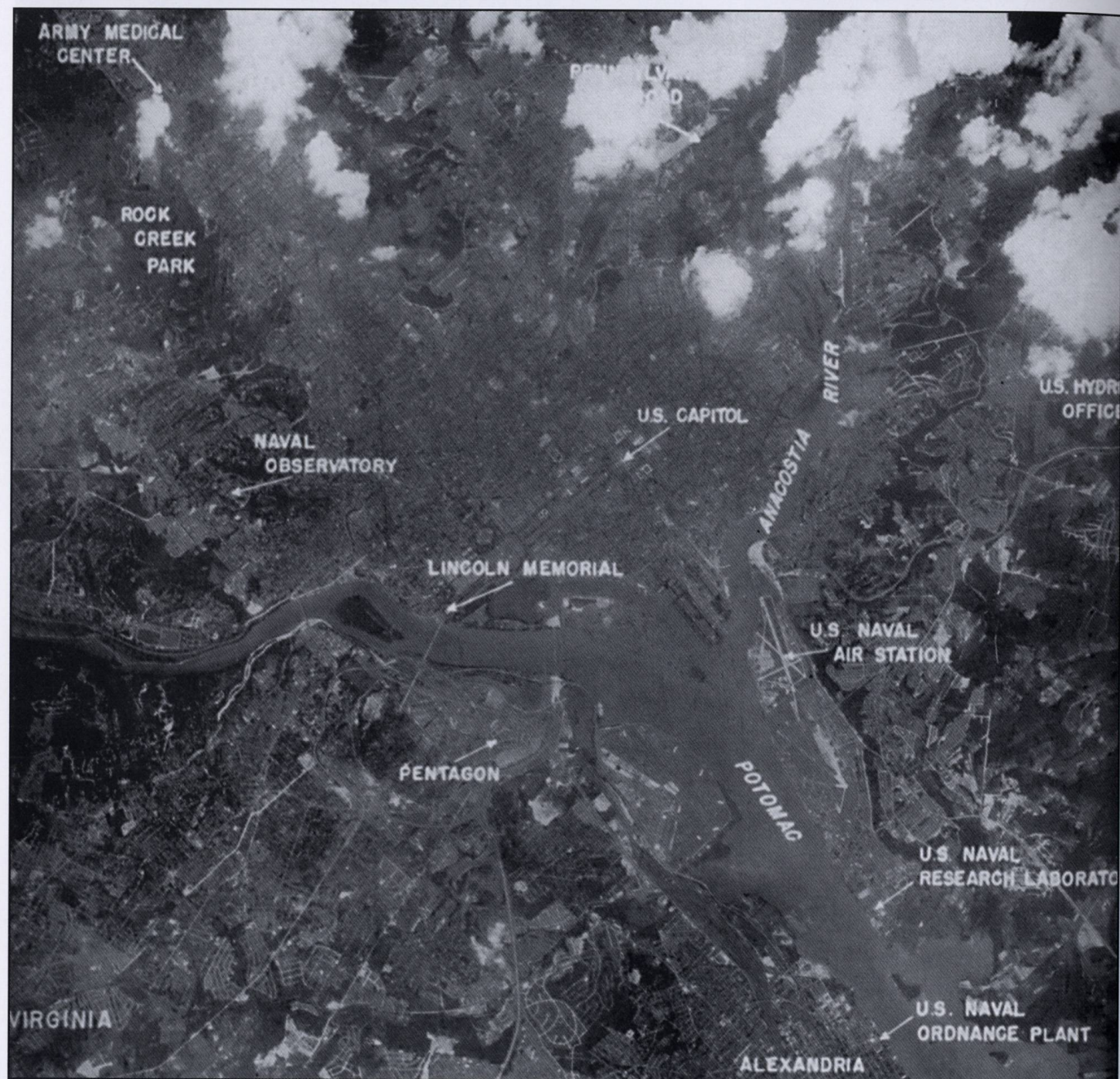
At left, VC-62 F2H-2P climbs vertically on 21 January 1953. (USN via Tailhook) Above, VC-62 F2H-2P over Italy. Note VC-62 painted on the fuselage spine. (National Archives) Bottom, VFP-62 F2H-2P from FDR in 1957-58 with Air Group's "AL" tail code. (USN)





F2H-2P SHOOTS PHOTO FROM 48,846 FEET

LTJG Hugh J. Tate flew his Banshee over Washington, DC, to take a high altitude photo of the capitol and surrounding Virginia with a CA-8 cartographic camera. He flew to 52,000 feet, but because of overcast had to descend to 48,846 feet before taking this photo. (USN)



FIGHTER SQUADRON SEVENTY - FOUR, VF-74 "BE - DEVILERS"



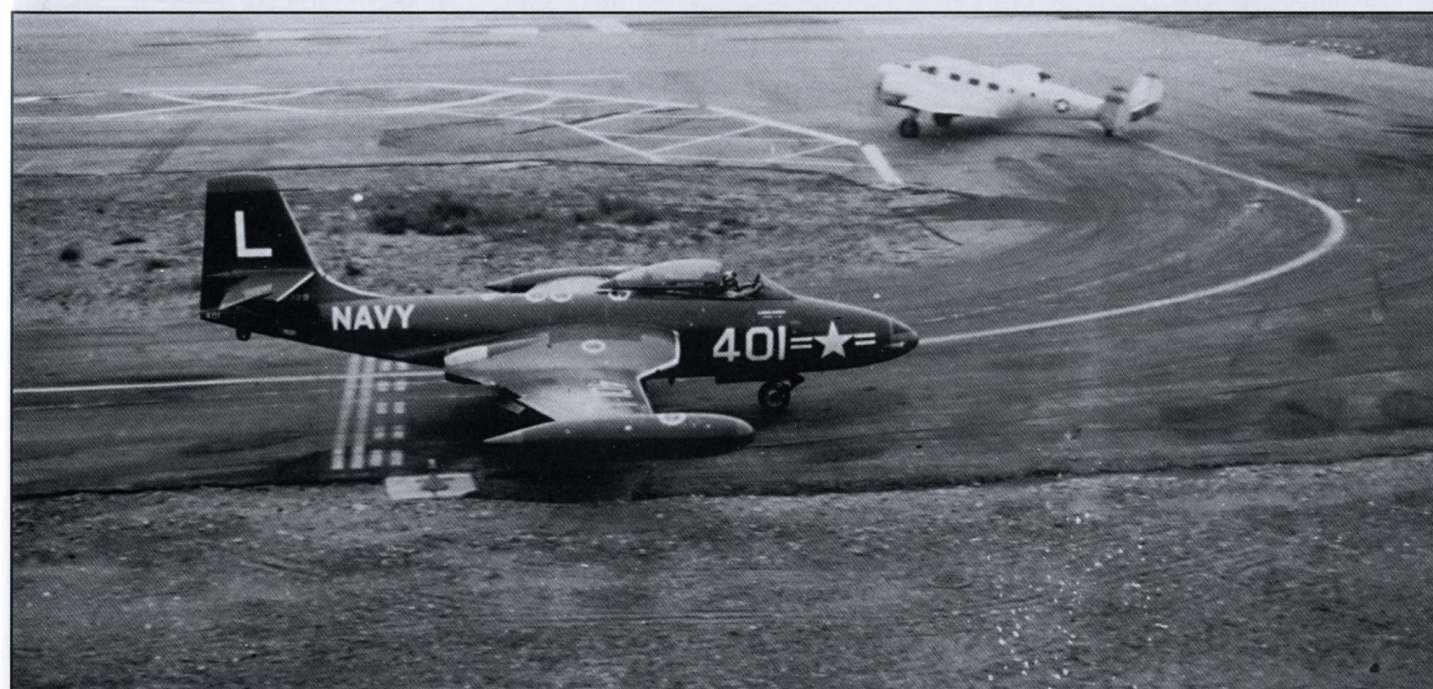
April 1944 at Wildwood, NJ. Initially equipped with F4U-1 Corsairs, the squadron received F6F Hellcats in October. While flying F8F Bearcats, the squadron was redesignated VF-10A. On 12 August 1948, VF-10A became VF-92 and then VF-74 on 15 January 1950. As VF-74, the squadron went to Korea with the F4U-4 Corsair which it flew until April 1954 when the squadron transitioned to the F2H-2 Banshee. As part of CVG-7, the Be-Devilers flew the -2 Banjo from NAS Oceana, VA, through November 1954.

F9F-6 Cougars replaced the Banshees in November 1954 and deployed once aboard the USS Lake Champlain (CVA-39) from September

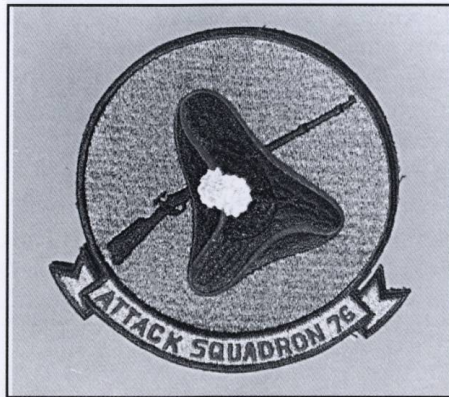
1955 until March 1956. VF-74 took part in the Fleet Indoctrination Program (FIP) for the F4D-1 Skyray and received their first Ford on 17 April 1956. The F4H-1 Phantom II started replacing the F4Ds on 17 February 1961. The Phantoms were replaced by F-14A Tomcats in February 1963 and the squadron was disestablished on 30 April 1994.

VF-74 F2H-2B BuNo 125030 ran off the runway at Leeward Point, Guantanamo Bay, on 19 August 1954. (NMNA) Bottom, VF-74 F2H-2 BuNo 123329 at NAS New York while assigned to CVG-7 in 1954 (April-Nov). (via Tailhook)

VBF-20 was established on 16



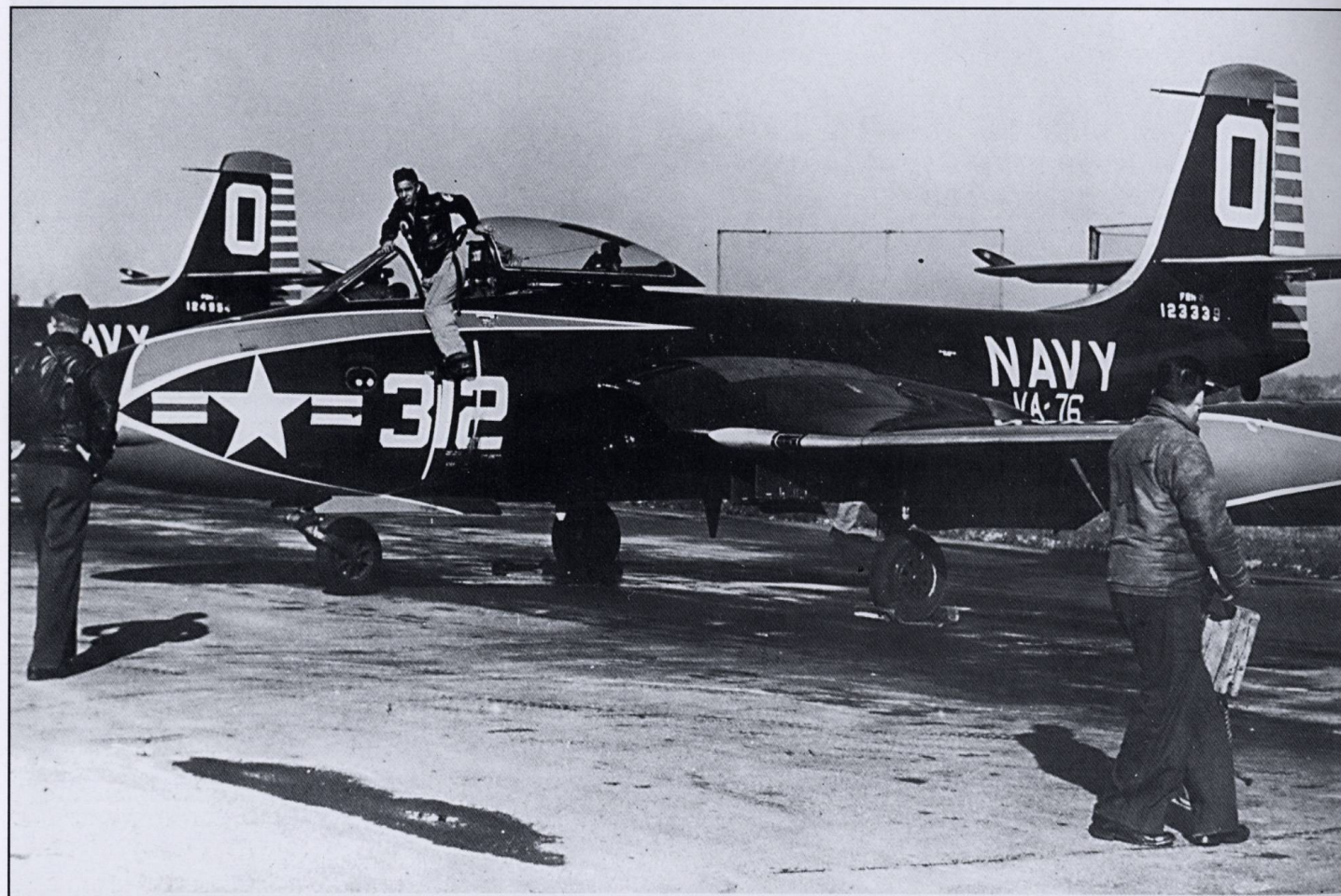
ATTACK SQUADRON SEVENTY - SIX, VA-76 "SPIRITS"



Attack Squadron Seventy-Six was established on 1 June 1955 at NAS Oceana, VA, with the primary mission of atomic weapons delivery. VA-76's first aircraft was the F2H-2 Banshee. The colorful Banshees were only an interim aircraft, being replaced with the F9F-8 Cougar in January 1956. A4D-2 Skyhawks replaced the Cougars on 27 May 1959 followed by A4D-2Ns (A-4Cs) in March 1962. The squadron was disestablished on 30 September 1969.



Above, VA-76 F2H-2 BuNo 123222 undergoes an engine change at NAS Norfolk. (USN) Below, VA-76 F2H-2 BuNo 123339 at NAS Oceana, VA, in 1955 while assigned to ATG-182. Trim was medium blue and white. (NMNA)



FIGHTING EIGHTY - TWO VF-82 "IRON MEN"

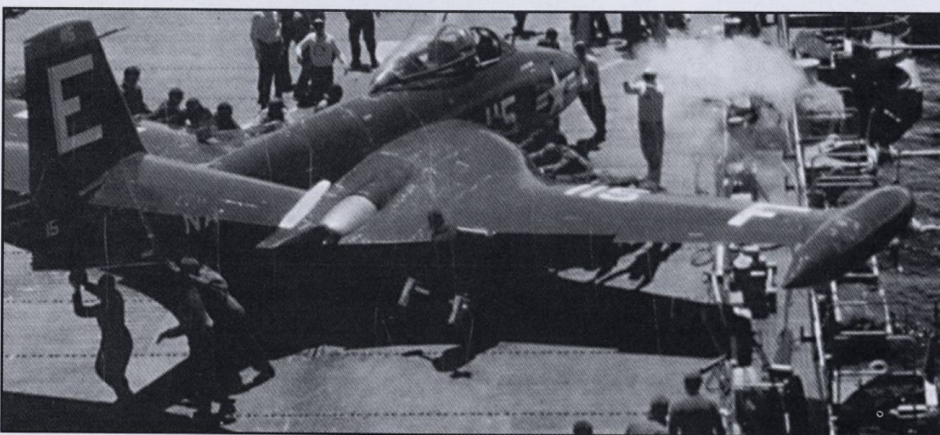
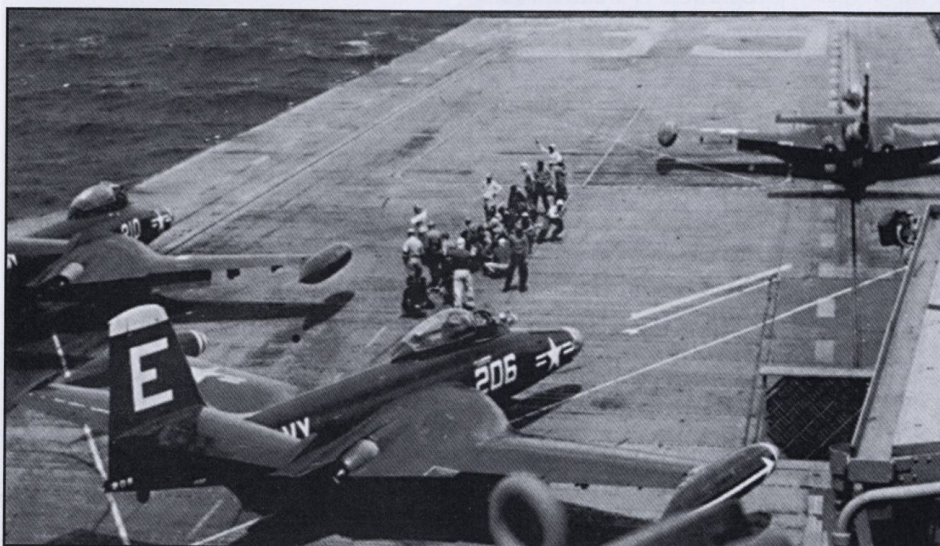
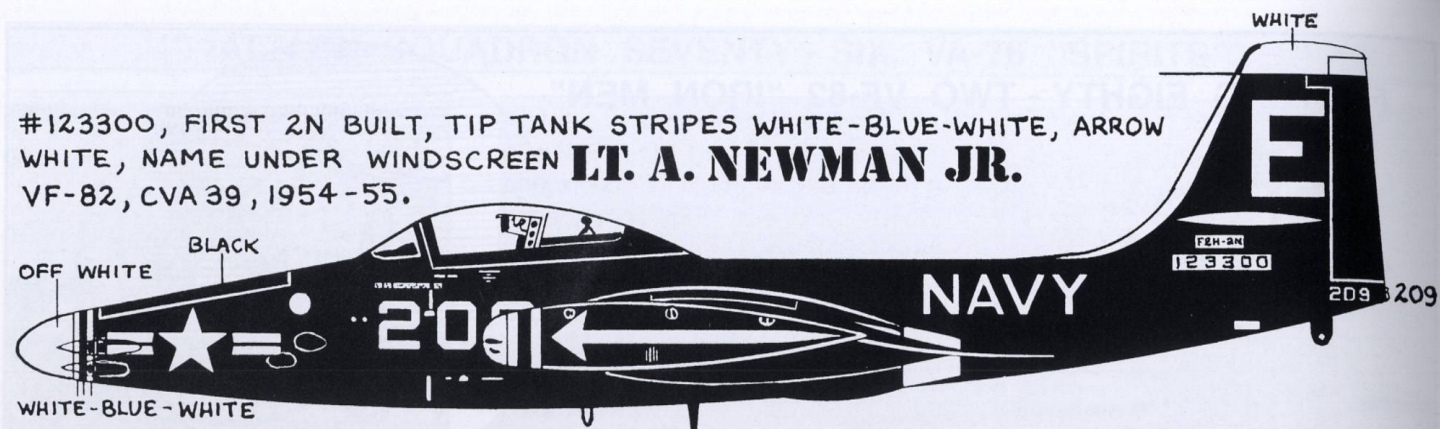


Reserve squadron VF-742 was activated in February 1951 and was initially equipped with F4U-4 Corsairs. In 1952, the F9F-2 Panther replaced the Corsairs. The Iron Men started transitioning to the F9F-5 in

September 1952 and completed the transition in November. On 4 February 1953, VF-742 was redesignated VF-82 and in early 1954, the squadron transitioned to the F2H-2B/2N Banshee.

Above, squadron photo aboard the USS Lake Champlain (CVA-39). (USN) Below, VF-82 F2H-2N in 1954 while assigned to CVG-8. Radome was tan and trim was white. (Bude Donato via NMNA)





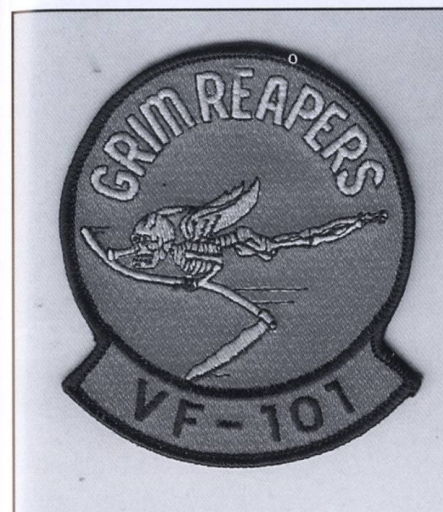
At left, VF-82 F2H-2Ns on deck of the USS Lake Champlain (CVA-39) in 1954-55. (USN)

For their 1954-55 cruise, the squadron flew a mixed complement of F2H-2B (special weapons capable) and F2H-2N (night fighter) Banshees. They deployed to the Mediterranean aboard the USS Lake Champlain (CVA-39) as part of CVG-8 from 28 September 1954 through 22 April 1955.

In 1956, the unit transitioned to the McDonnell F3H Demon, which they flew until 15 April 1959 when the squadron was disestablished.

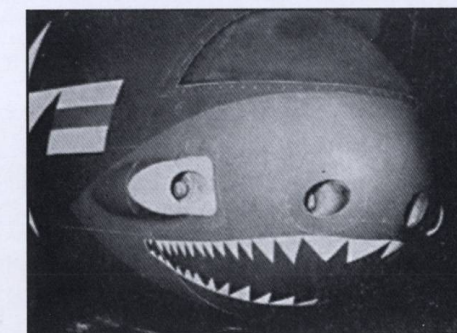
At left, VF-82 F2H-2 on deck of the USS Lake Champlain (CVA-39) in 1954-55. (USN) Below, VF-82 F2H-2N and F2H-2 await maintenance at FASRON 5 with two VF-193 F2H-3/4 Banshees, a TV-2, two F9F Panthers and two F9F Cougars. (USN)

FIGHTER SQUADRON ONE ZERO ONE, VF-101 "GRIM REAPERS"



The Grim Reapers were re-established as VF-101 on 1 May 1952 with a mixed bag of FG-1D Corsairs and F2H-1 Banshees. F2H-2s replaced the -1 Banshees, and these in turn were replaced with the F2H-3 Big Banjo. VF-101 deployed its F2H-2/2B Banshees aboard the USS Midway (CVA-41) from 27 December 1954 through 14 July 1955. The Douglas F4D-1 Skyray replaced the Banshee in August 1956.

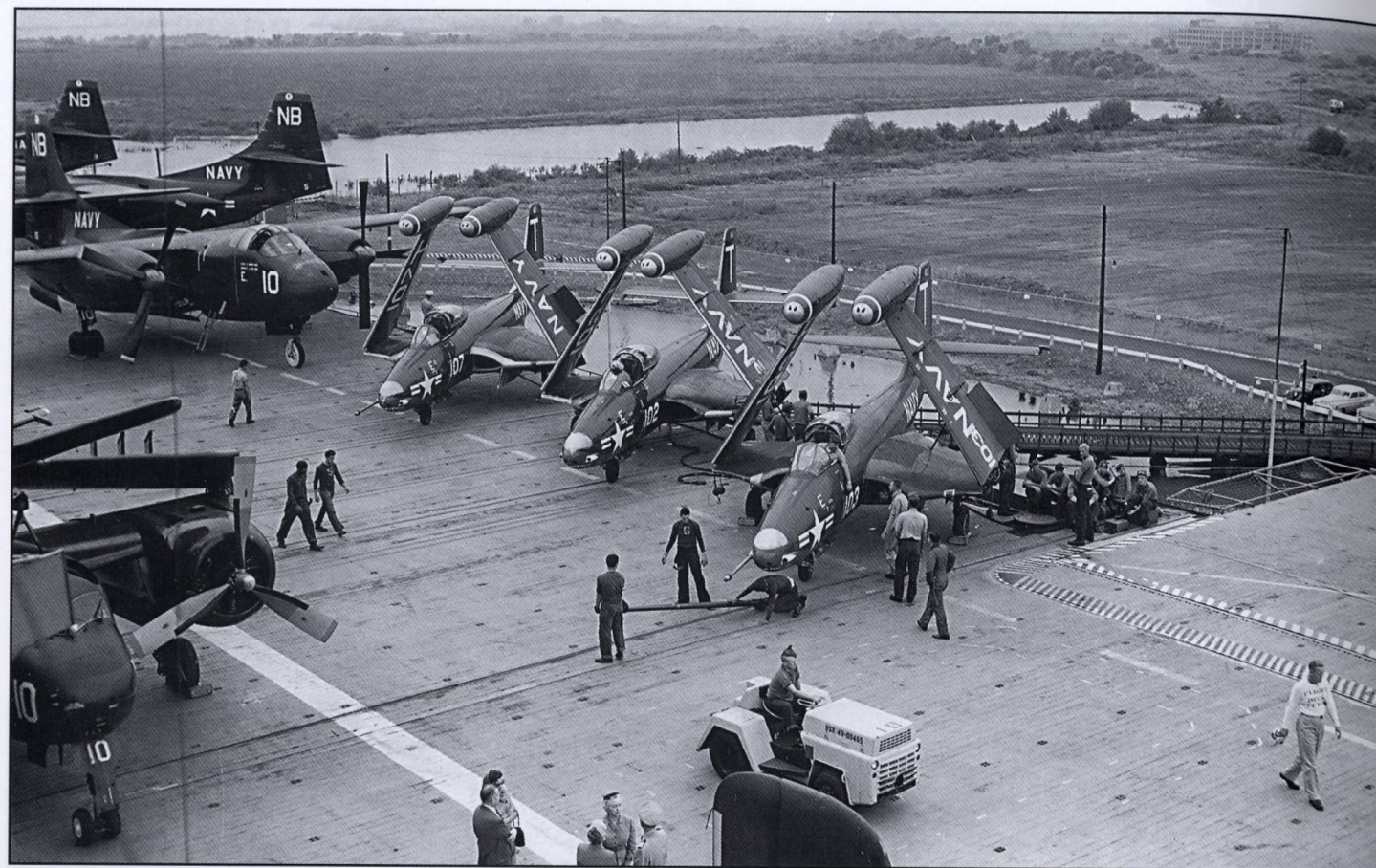
In April 1958, the squadron moved to NAS Key West, FL, and became responsible for training



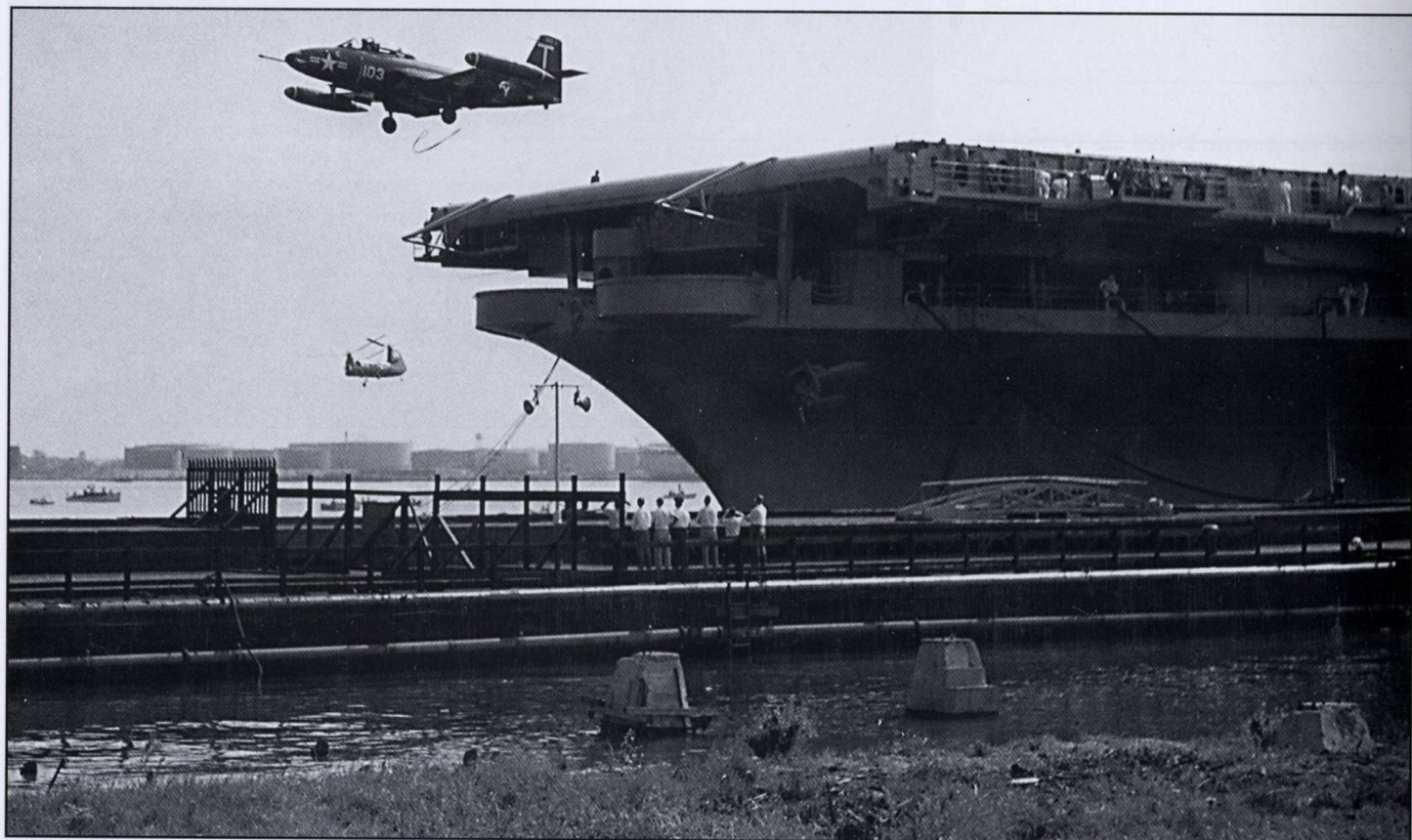
replacement aircrews for the F4D-1 Skyray and the F3H Demon. This mission would continue with the F-4 Phantom II and the F-14 Tomcat.

Above right, VF-101 nose. (USN) Below, VF-101 F2H-2Bs in September 1955. The aircraft have Sharkmouth markings. BuNo 125067 is in the foreground. (NMNA) Bottom, red-trimmed VF-11 F2H-2 landing on the USS Midway (CVA-41). (NMNA)

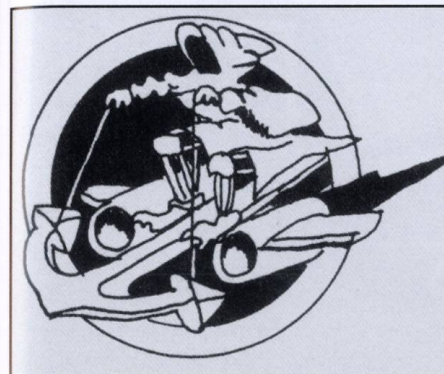




Above, three VF-101 F2H-2B Banshees share the deck with Savages and Stuffs in September 1955. Note two out of the three -2Bs have refueling probes installed. (NMNA) Below, VF-101 F2H-2B with refueling probe catapults from the docked carrier Midway in 1954. (NMNA)



FIGHTER SQUADRON ONE SEVEN ONE, VF-171 "699"



VF-82 was established at NAS Atlantic City, NJ, on 1 April 1944 and was redesignated VF-17A on 15 November 1946. On 11 August 1948, VF-17A was redesignated VF-171. With VF-172 as part of CVG-17, the two squadrons transitioned to the McDonnell FH-1 Phantom. Two short Caribbean deployments were made with the Phantoms prior to receiving the F2H-1 Banshee.

In August 1949, carrier qualifications with the F2H-1 were conducted aboard the USS F.D. Roosevelt (CVB-42). On 3 September 1949, LT "Diz" Laird covered the 432 miles from the deck of the USS Midway to



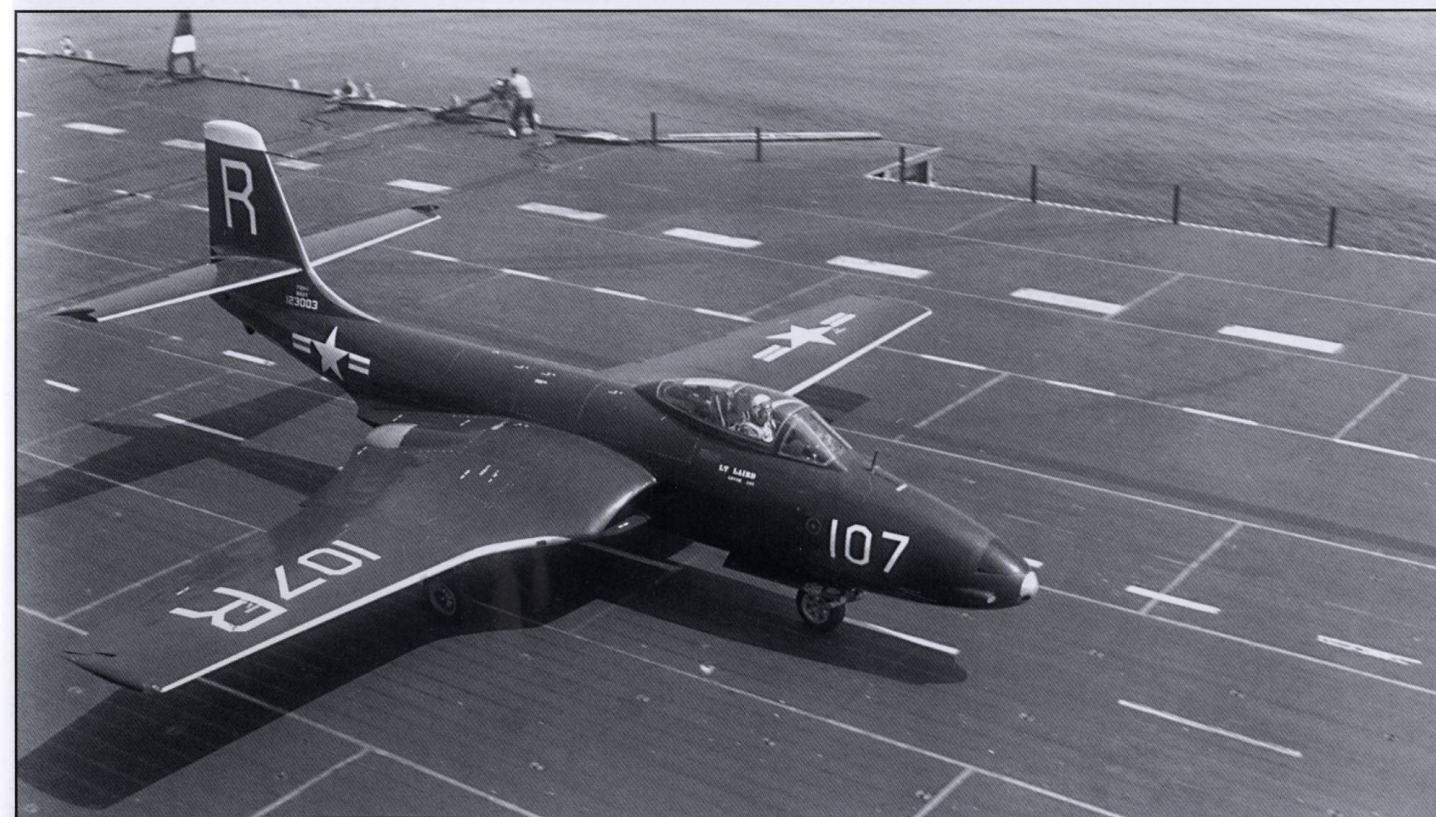
the Cleveland National Air Races with a record average speed of 476 knots. CVG-17 conducted carrier trials with the F2H-1 on the USS Philippine Sea (CV-47) in December 1949.

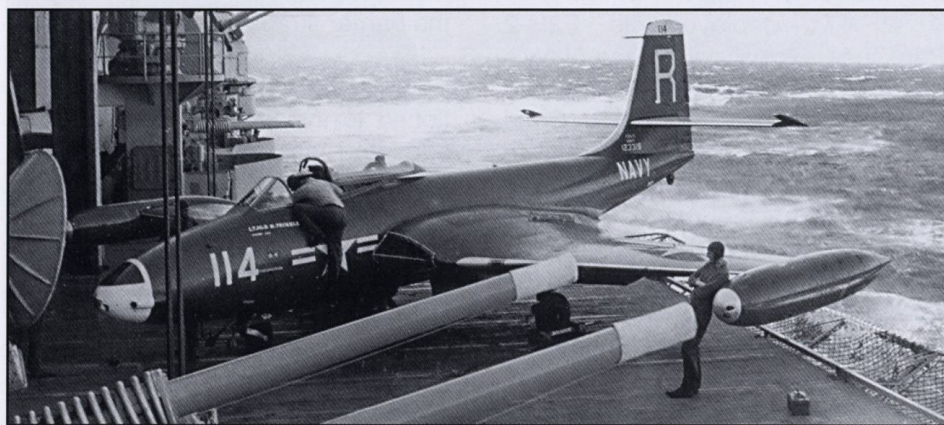
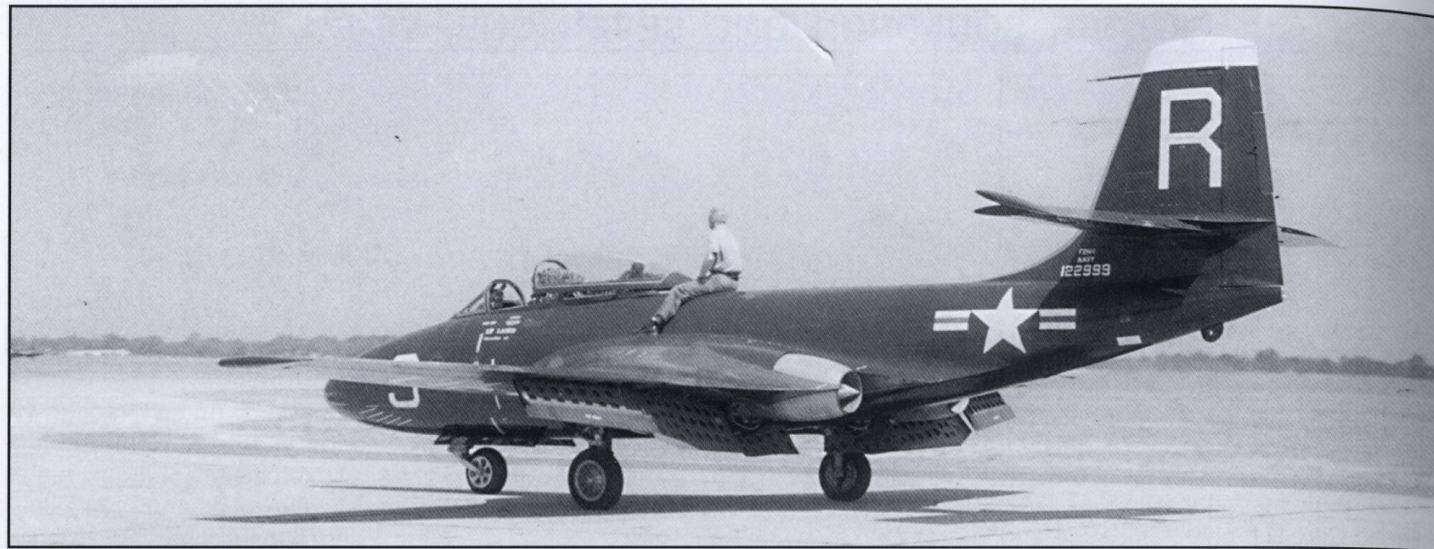
VF-171 deployed its F2H-2 Banshees exclusively on the Navy's three big post-war CVB class carriers Midway, F.D. Roosevelt and Coral Sea. The first was aboard CVB-43 to the Mediterranean from 9 September 1950 through 1 February 1951. This was followed by a short stint to the Caribbean aboard CVB-41 from 22 May through 10 July 1951. Three more deployments were made, all aboard CVB/CVA-42. These were from 3 September 1951 through 4 February 1952 to the Med, 23 June through 4 August 1952 to the

Caribbean, and 26 August through 19 December 1952 to the North Atlantic for NATO exercise Mainbrace. Late in the cruise, one of the VF-171 pilots were killed during a barrier engagement when he was crushed by one of the barrier straps.

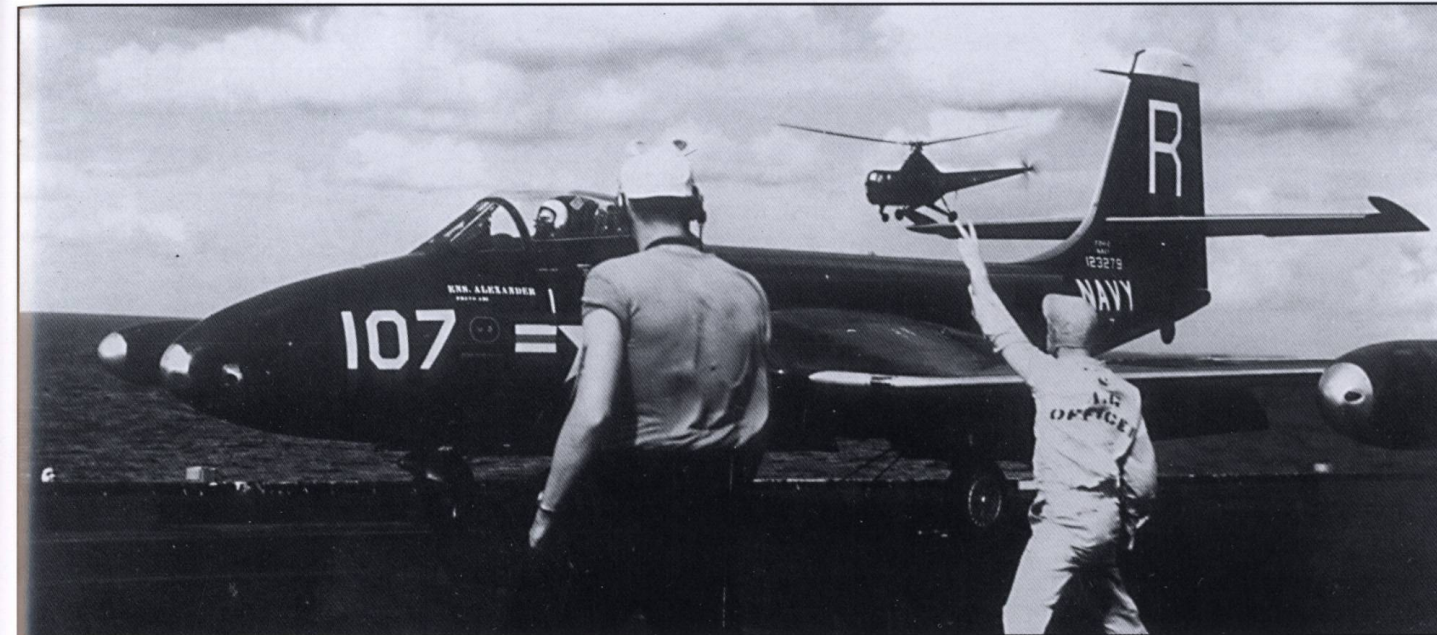
In 1953, the squadron transitioned to the F2H-3 Big Banjo. The squadron was disestablished on 15 March 1958.

Above, LT Buxton's F2H-1 BuNo 123015 at Cleveland, OH, in September 1949. (T. Cuddy via Fred Roos) Below, LT Laird lands F2H-1 BuNo 123003 aboard the USS F.D. Roosevelt (CVB-42) during carrier qualifications on 8 August 1949. Fin tip was white. (National Archives)



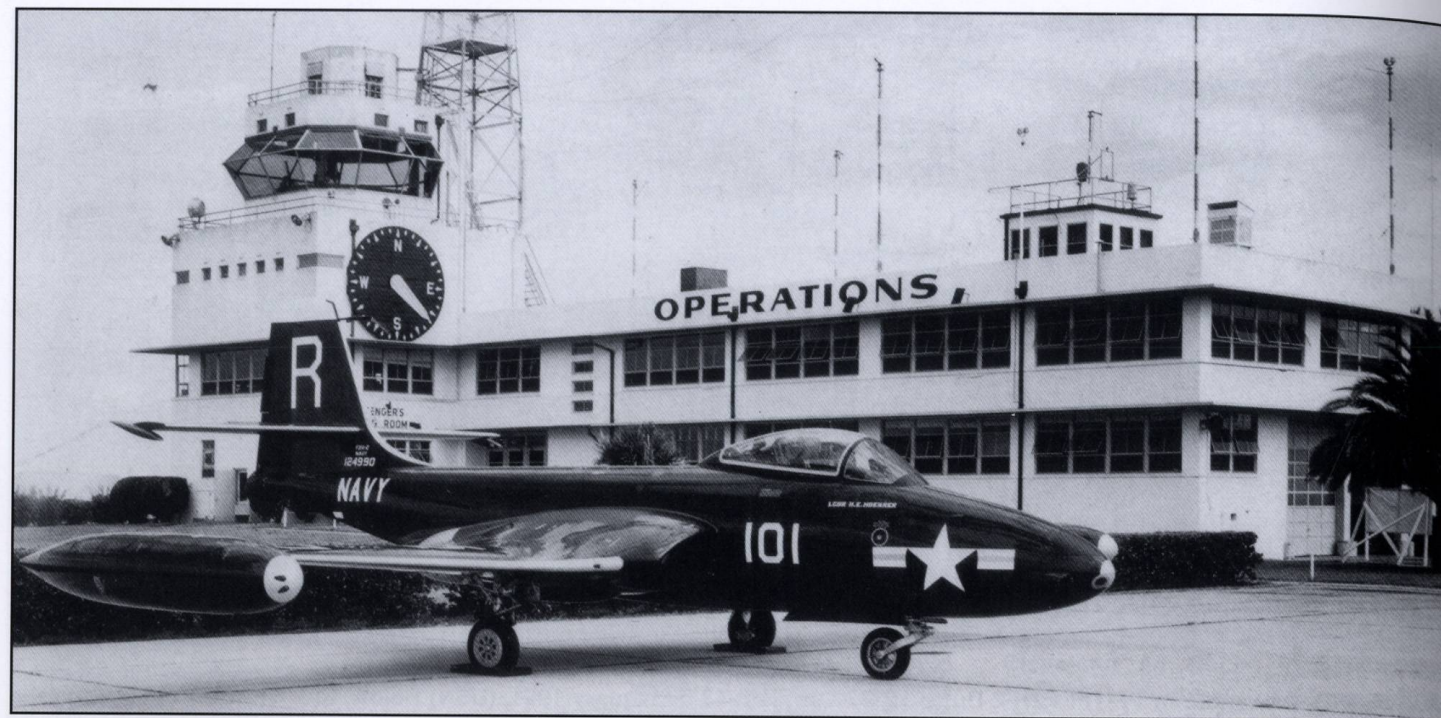


Above, LT "Diz" Laird in VF-171 F2H-1 BuNo 122999 after landing at the Cleveland Air Races in September 1949 after setting an average speed of 476 knots for the 432 mile trip from the deck of the Midway. (Ginter collection) At left, VF-171's LTJG D. M. Trimble's F2H-2 BuNo 123319 rides the elevator on CVA-42 on 11 November 1952. (National Archives) Below, CVG-17 F2H-1 Banshees aboard CVA-47 in December 1949 with VF-171 aircraft (R/101) in the foreground and four VF-172 Banshees ahead of it. (National Archives)

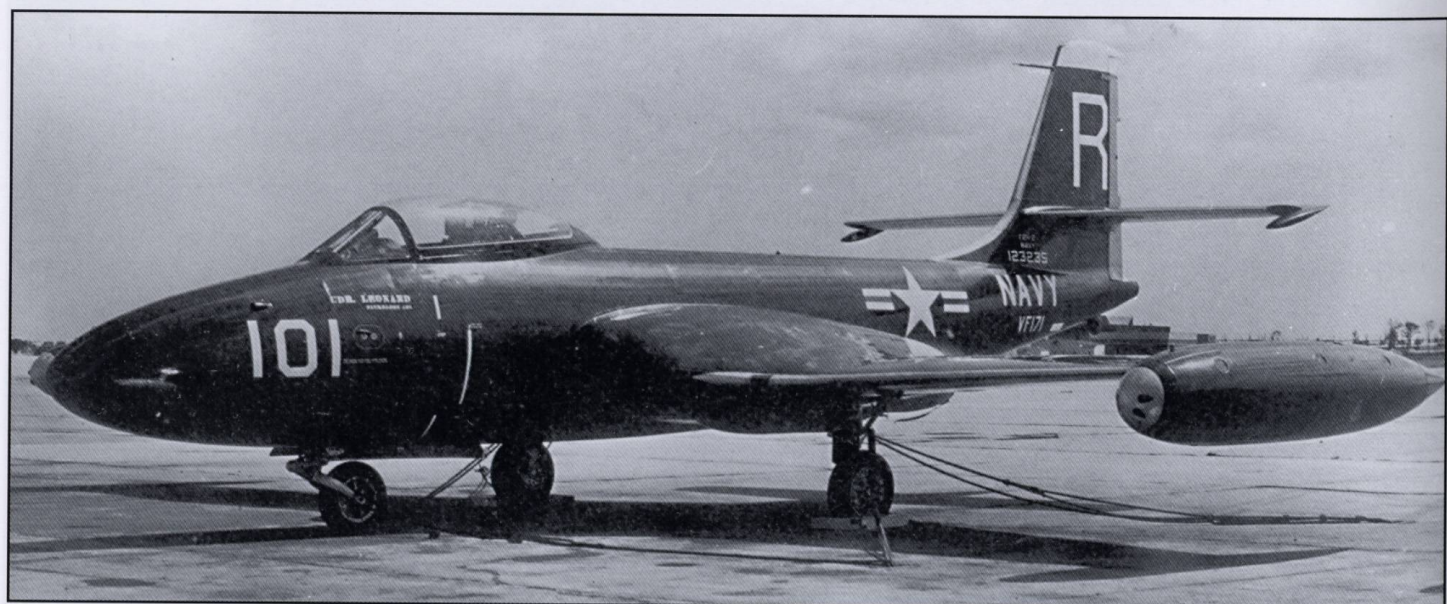


Above, ENS Alexander in VF-171 F2H-2 BuNo 123279 on CVB-43 in January 1951. (USN) Below, four VF-171 F2H-2s from the USS Coral Sea in 1950/51. (USN)

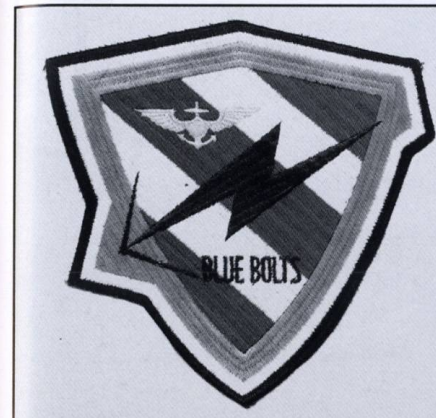




Above, VF-171s LCDR H.E. Hoerner's F2H-2 BuNo 124990 in front of the Operations building at NAS Jacksonville on 28 August 1951. (USN) Below, deck load of F2H-2 Banshees on the USS F.D. Roosevelt (CVA-42) on 11 November 1952. Three VF-171 Banshees are followed by a VF-172 F2H-2, then two VC-4 F2H-2Bs and another VF-171 F2H-2. (National Archives) Bottom, VF-171 COs aircraft, F2H-2 BuNo 123235 in 1953. (USN)



FIGHTER SQUADRON ONE SEVEN TWO, VF-172 "BLUE BOLTS"



VA-172 was originally established on 20 August 1945 as VBF-82. They were initially equipped with F6F Hellcats, but received 24 F4U Corsairs in late September. Originally stationed at NAS Alameda, CA, the squadron was transferred to NAS Quonset Point, RI, in January 1946. While at Quonset, the unit was redesignated VF-18A on 15 November 1946. On 11 August 1948, VF-18A was redesignated VF-172 and in March 1949 they moved to NAAS Cecil Field, FL. The squadron immediately transitioned to the McDonnell FH-1 Phantom, which they flew

through June 1949. The F2H-1 started to arrive in May 1949. The first F2H-2 was received 21 June 1950 and although the F2H-4 started to replace the -2s on 13 January 1956, these were transferred out and the unit retained its F2H-2s. VF-172 was redesignated VA-172 on 1 November 1955. In September 1956, the F2H-2B arrived to supplement the -2 Banshees.

CVG-17 conducted carrier trials with the F2H-1 on the USS Philippine Sea (CV-47) in December 1949.

The squadron's first Banshee deployment was to the Med as part of CVG-17 aboard the USS Coral Sea (CVB-43) from 9 September 1950 through 1 February 1951 while under the command of LCDR M.E. Barnett. In mid-October, aircraft were flown across northern Italy to make simulated strikes on the USS Columbus (CA-47) operating off Venice in the Adriatic Sea.

The squadron's second F2H deployment was aboard the USS Essex (CV-9) as part of CVG-5 from

21 July 1951 through 25 March 1952. This Western Pacific deployment turned into a War cruise to Korea. On 23 August 1951, VF-172 participated in the Banshee's first carrier sortie of the Korean War. On the 25th, VF-172 F2H-2s and VF-51 Panthers escorted 30 B-29 bombers on a raid on the marshalling yards at Rashin, North Korea. During the cruise, the squadron flew a total of 1563 combat sorties, the last one occurring on 4 March 1952.

CDR Marshall U. Beebe was commanding in 1951 during "The Battle of Carlson's Canyon" an event that lasted 30-days and would become known to the world as "The Bridges of Toko-Ri" after James Michener published a novel based on the incident and the men aboard the USS Essex (CV-9). The character

Below, Ens Williams of VF-172 in a flight from NAS Cecil Field in F2H-1 BuNo 122559 on 7 June 1949. Fin tip and nose were medium blue. (National Archives)



"CAG" was patterned after CDR Beebe. The world-acclaimed novel became a hit movie with the Banshees being replaced by Panthers due to availability.

The third -2 deployment was aboard the USS F.D. Roosevelt (CVA-42) from 26 August through 19 December 1952 to the North Atlantic and the Mediterranean. Prior to this, carrier qualifications were conducted the week of 26 June and a shake-down cruise to Guantanamo Bay, Cuba, was conducted from 27 July through 8 August 1952.

ENS Don Minnigerode has the following comments about events during the cruise. "In early September 1952, we left Greenock, Scotland, late in the afternoon to begin participation in Operation Mainbrace, a NATO exercise. I was part of a CAP hop which was launched after we were at sea. When I returned to the



carrier for landing, the paw of the hook broke in two when it hit the deck. Half stayed on the shaft and half ended in the cat walk. I picked up a wire, but the half that stayed on the shaft cut the

Above, VF-172 F2H-1 BuNo 122550 spotted on CV-47 in December 1949. (National Archives) Below, two VF-172 F2H-1s in flight on 26 April 1951. (USN)



Above, VF-172 F2H-2 BuNo 124974 being brought up from the hangar deck for the Banshee's second combat mission on 25 August 1951. The aircraft was assigned to LT Dauphin. (National Archives) Below, LTJG Treadwell's F2H-2 BuNo 124979 being prepped for the 25 August 1951 combat mission launched from the USS Essex (CV-9). (National Archives)



wire. I picked up a second wire but that too was cut and I ended up in the barricade which successfully stopped me.

"Prior to jets, all carrier take-offs and landings were made with the canopy open. Our squadron doctrine allowed the pilot to catapult or land with the canopy open or closed, which ever the pilot chose. I came aboard with my canopy closed as our concern was where the top strap of the barricade would go if the canopy was open. When I went into the barricade, the top strap hit about six inches down on my windshield and scraped over the top of the canopy.

"I also made the 49,000th landing on the F.D.R. We were in Naples, Italy, and on 6 December 1952, the Prime Minister of Italy and other members of the Italian government came on board for the day. After we were out to sea, each of the five squadrons put up eight aircraft. A sled was then put out behind the carrier to

serve as a target. We then took turns firing different weapons at the sled; 171 fired 20mm, we fired 5" HVAR rockets, 175 dropped bombs, etc. We knew that the 49,000th landing was going to occur when we landed but we didn't know where. When we got the "Charlie" signal, the skipper of 171 was the first to land, but he took his own wave-off and went up-wind where he got behind me as I was the last jet scheduled to land. When I landed and taxied forward to park, I saw a photographer taking pictures and then my plane captain jumped up and told me I had made the 49,000 landing."

The fourth deployment was with CVG-17 on the USS Wasp's (CVA-18) World Cruise from 16 September 1953 through 1 May 1954. The squadron participated in Operation Mariner and in training exercises off



Korea and in the South China Sea while Chiang Kai Shek and the Philippine president were aboard as observers.

During rocket exercises in late 1954, four pilots won marksmanship "E"s with the best score turned in by LT Barker. He had an average error of only five feet.

For its fifth deployment to the Med, the

Above, VF-172 F2H-2 launches with 5" HVAR under the right wing on 25 August 1951. (National Archives) Below, VF-172 Banshee takes a wave-off after returning from a mission to North Korea on 25 August 1951. (National Archives)



Above and below, VF-172 F2H-2s returning from the 25 August 1951 strike over North Korea. (National Archives)

squadron participated in four large-

scale NATO exercises: Carte Blanche, Green Trident I, Blue Trident II, and Lake Major. Simulated combat was conducted in the "Defense of Malta" which matched Banshees against British Venoms.

The cruise took place from 25 March through 29 September 1955.

On 24 February 1957, the Blue Bolts deployed to NAS Oceana to evaluate newly developed CIC inter-





Above, VF-172 F2H-2s from the USS Essex (CV-9) return from a mission over North Korea in September 1951. (Naval Aviation History via Tailhook) Below, USS Essex-based VF-172 F2H-2 on a strafing run on 14 September 1951. (Naval Aviation History via Tailhook)

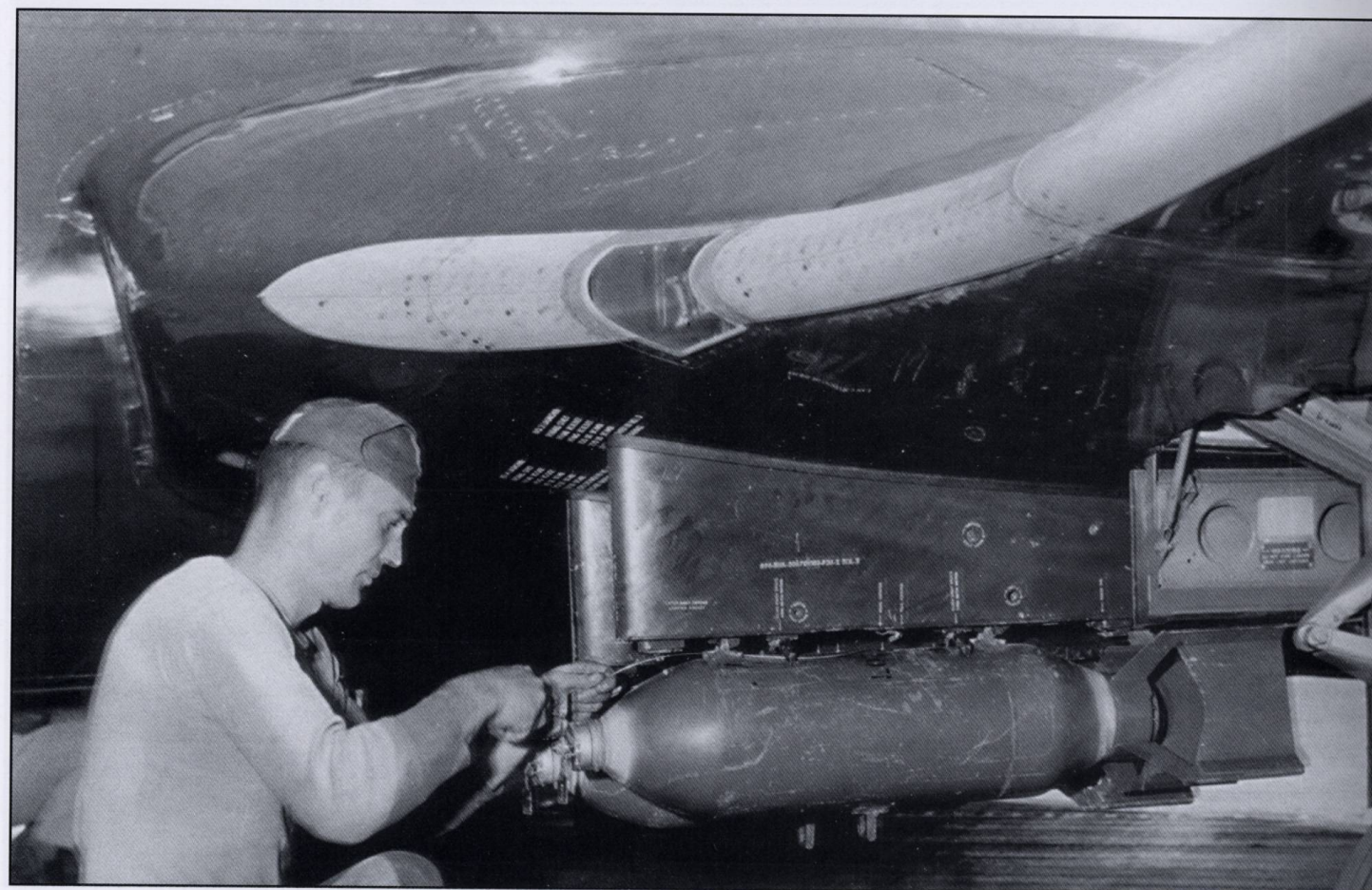


Above, VF-172 Banshees search for targets over North Korea. F2H-2 at left (124954) was flown by LT George Warren, the F2H-2 at right (124969) by ENS Paul Speer. (USN) At left, F2H-2 over the USS Essex (CV-9) in Sept 1951. (Naval Aviation History via Tailhook) Below, VF-172 F2H-2 on the deck of the USS Essex (CV-9) on 12 October 1951 is loaded with 20mm ammo prior to a strike against North Korea. Pilot was ENS Roche. (National Archives)





Above and below, a VF-172 F2H-2 is rearmed with bombs for a mission to North Korea on 29 August 1951. (National Archives)



Above, LTJG Archie Treadwell struggles out of the cockpit of CDR Barnett's aircraft after his brakes failed while taxiing and the aircraft fell into the sea off the coast of Korea in December 1951. (USN) Below, with nose removed armorers work on a Banshee's 20mm guns while off the coast of Korea. (USN)





cept equipment. During May, the squadron conducted carrier trials aboard the Navy's newest carrier, the USS Saratoga (CVA-60). All pilots qualified in the new mirror approach system. In September/October 1957, squadron F2H-2Bs provided a fighter Det of six aircraft and ten pilots

aboard the USS Tarawa (CVS-40) during a NATO exercise in the North Atlantic.

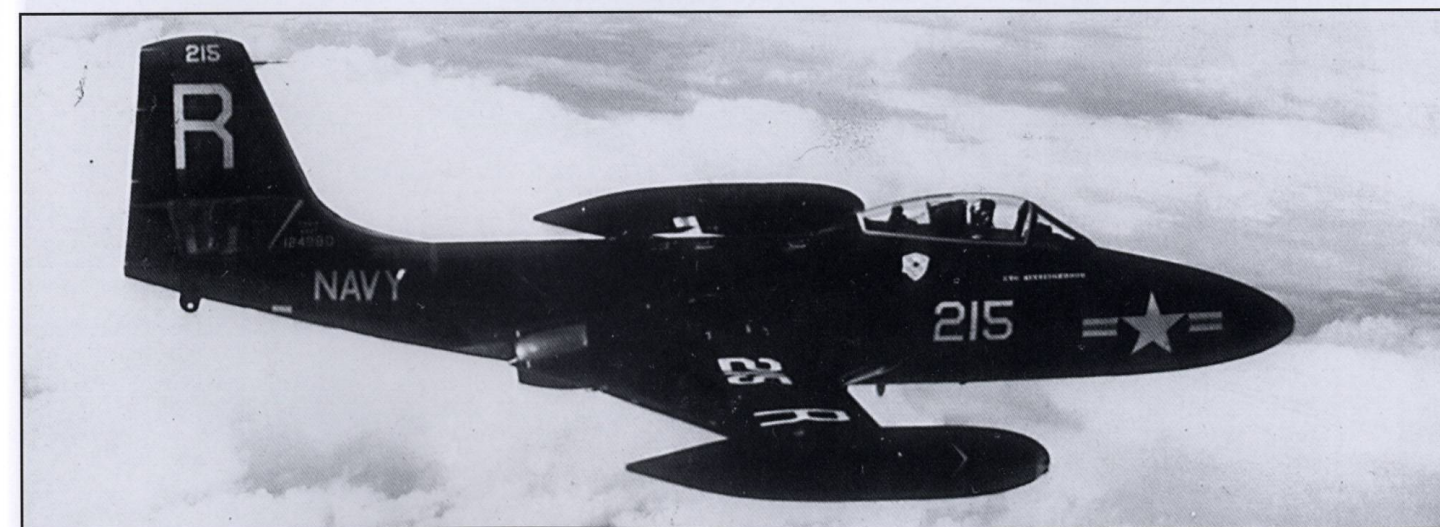
In December 1957, the A4D-1 Skyhawk was received, it was replaced with the A4D-2 in May 1958. These were replaced with A4D-2Ns in September 1961 and on 15 January 1971 VA-172 was disestablished.

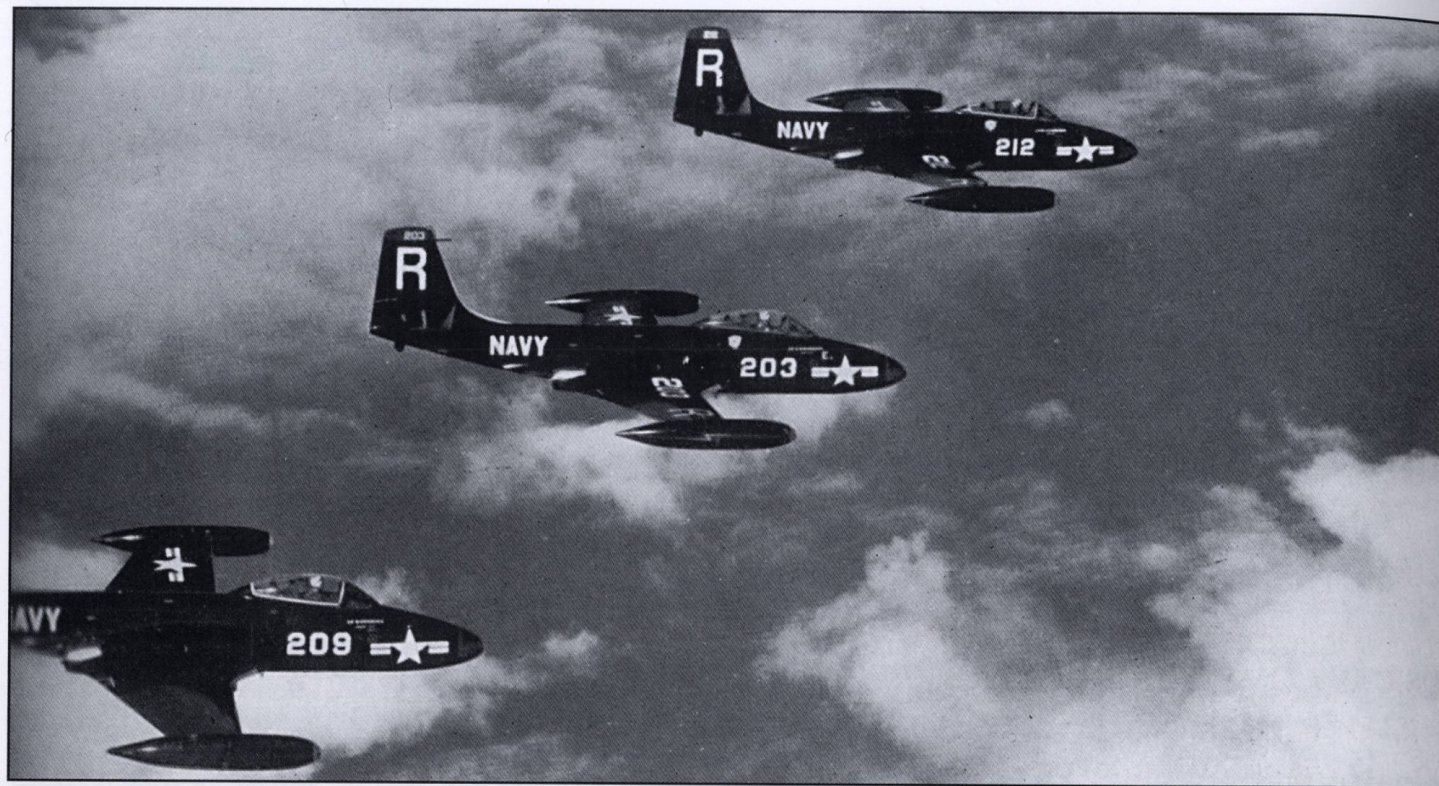
Above, VF-172 F2H-2 BuNo 124973 being refueled at Pohang in 1951. (via Gene Holmberg) Below, deck of the USS Essex (CV-9) on 28 February 1952 with VF-172 Banshees in the foreground. (National Archives)



VF-172 "BLUE BOLTS"

Above, VF-172 Blue Bolts roster on the USS Essex (CV-9) with CVG-5 during its Korean War deployment. (NMNA) At right, VF-172 F2H-2 over North Korea in 1952. (Frank Glendinning via Warren Thompson) Below, USS F.D. Roosevelt based VF-172 F2H-2 BuNo 124980 over the Mediterranean Sea in late 1952 while on escort duty for a VC-62 F2H-2P. (USN via Warren Thompson)





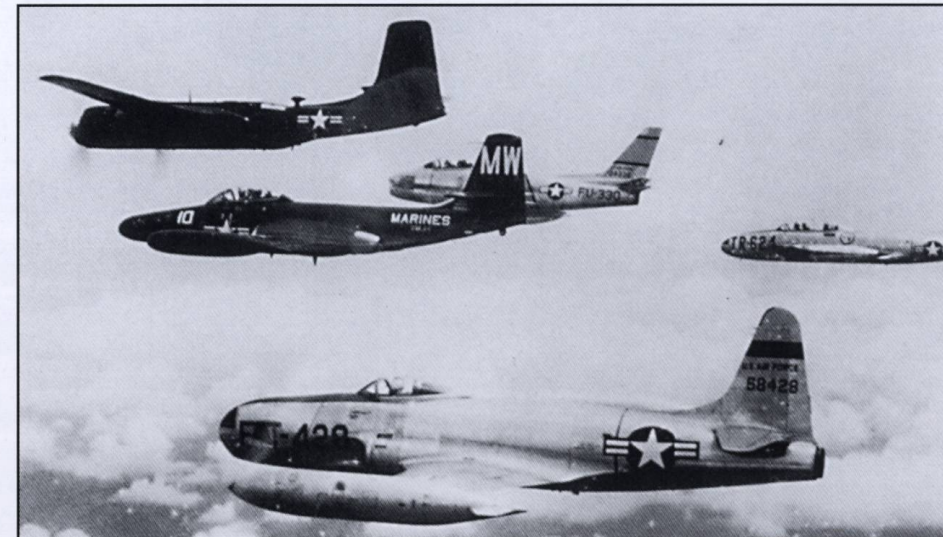
Above, VF-172 Banshees from the USS Wasp in flight during the 1953-54 cruise. (USN) At right, VF-172 BuNo 123340 at Oceana in May 1954 with VF-172 added below NAVY on the aft fuselage. (Picciani) Below, VF-172 F2H-2 BuNo 125677 took the barrier aboard the USS F.D. Roosevelt (CVA-42) on 14 April 1953. Note squadron insignia below the canopy rail and that the canopy was closed as it was when Don Minnigerode engaged the barricade in September 1952. (National Archives)



MARINE PHOTOGRAPHIC SQUADRON ONE, VMJ-1



VMJ-1 was established in February 1952, under the command of MAJ Robert R. Read. The squadron was assigned to MAG-33 and posted to Korea where it operated from K-3, Pohang. The squadron was effectively controlled by the 5th AF (FEAF). They were flying 25% of the daylight reconnaissance missions for the Air Force. The Air Force con-



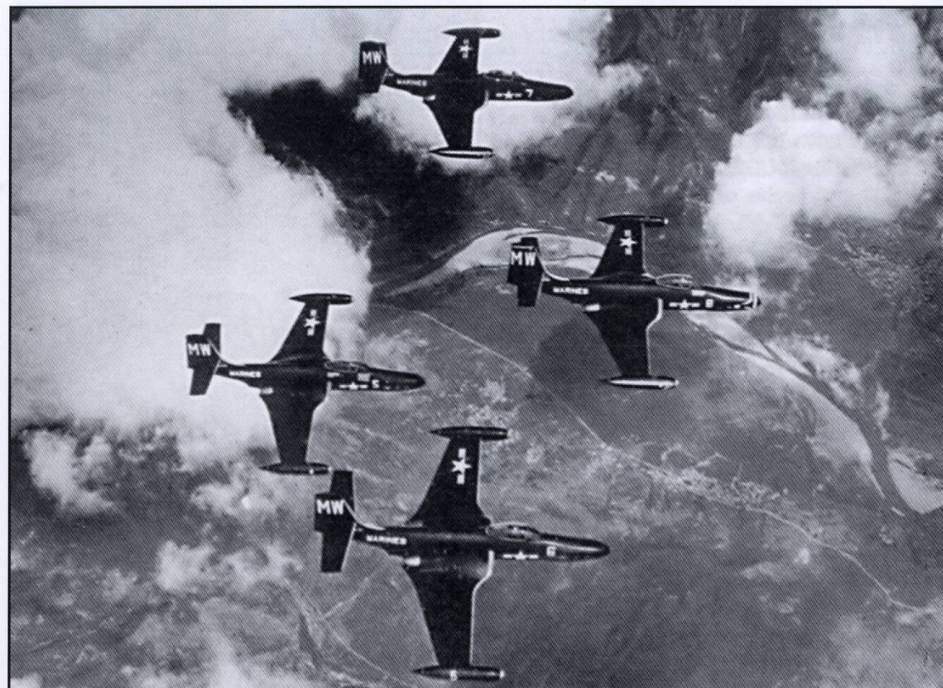
sidered the Banshee the best photo plane in Korea due to its speed and altitude capabilities and its complete photo suite.

Above, 5th AF Korean War recon planes: RB-26C, RF-86A, RT-33, F2H-2P and RF-80. (USAF) Below, VMJ-1 F2H-2P BuNo 126676 off Korea in 1953. (USMC via Warren Thompson)

In January 1953, a change in operational control and a restructuring

of G-2 and G-3 at the 1st MAW

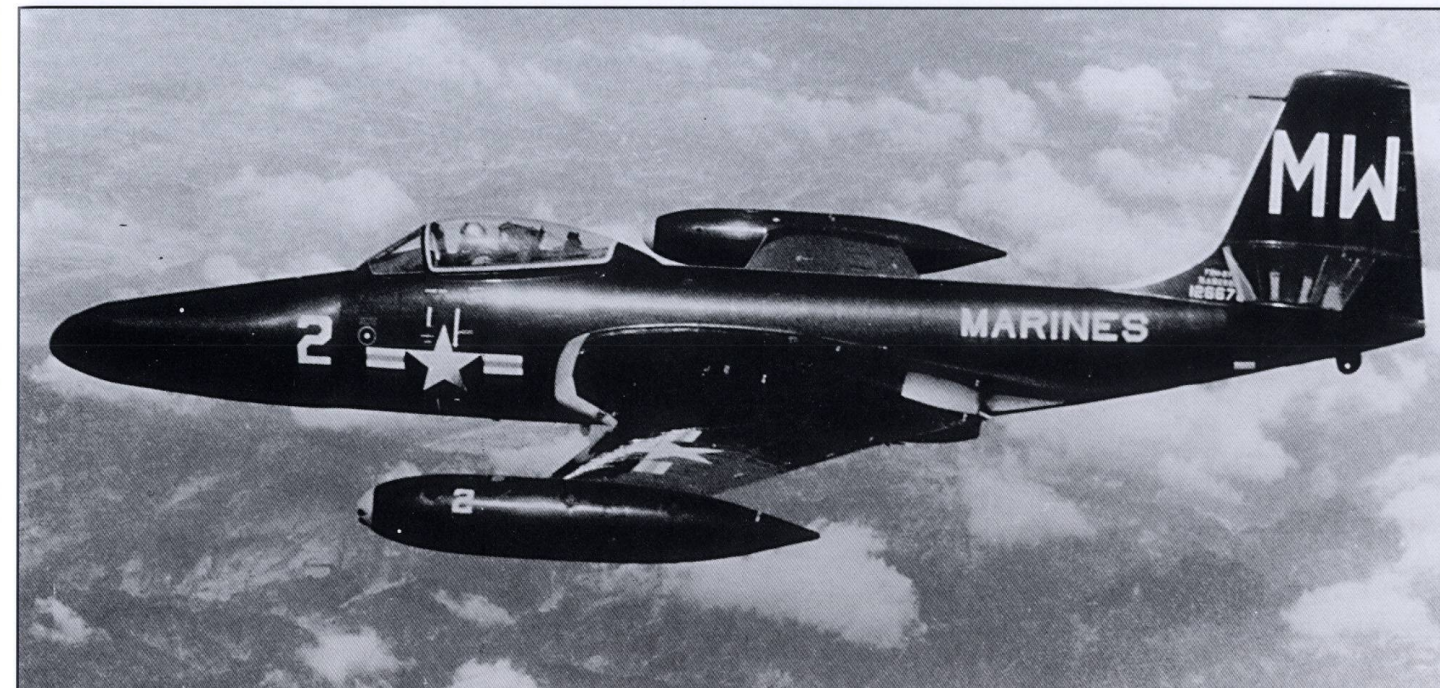




allowed VMJ-1 more latitude in how to fulfill its commitments. Under the new system, the F2H-2Ps were able to perform post-strike target and damage assesment within an hour of the strike. G-2 had seven photo interpreters that were kept busy seven days a week processing and reviewing an average of 100,000 prints per month.

By the end of the war, VMJ-1 had flown 5,025 combat missions and had output 793,012 feet of processed film.

Above and below, four VMJ-1 F2H-2P Banshees in flight. Nose tip tank and fin trim were red and white. (USMC/Warren Thompson)



The unit had provided 1/3 of the output of all UN forces and at times 50% of the FEAF missions. The Air Force provided, F-86 escorts for the squadrons Banshees and sometimes up to 24 Sabres flew escort when

near MiG Alley.

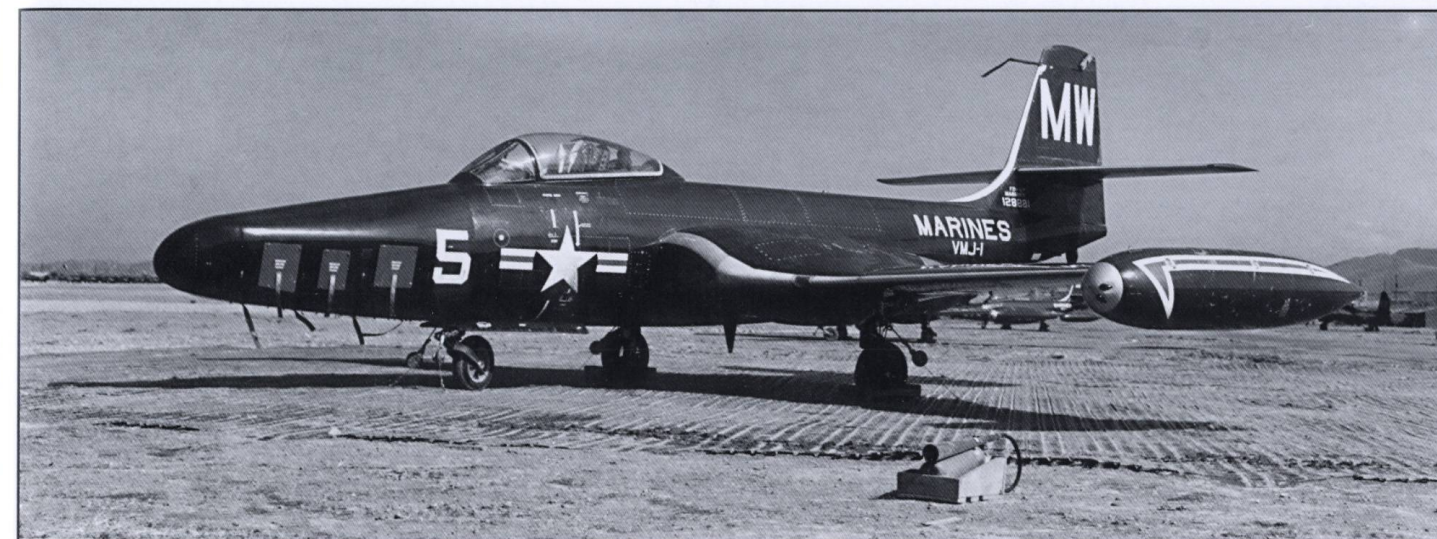
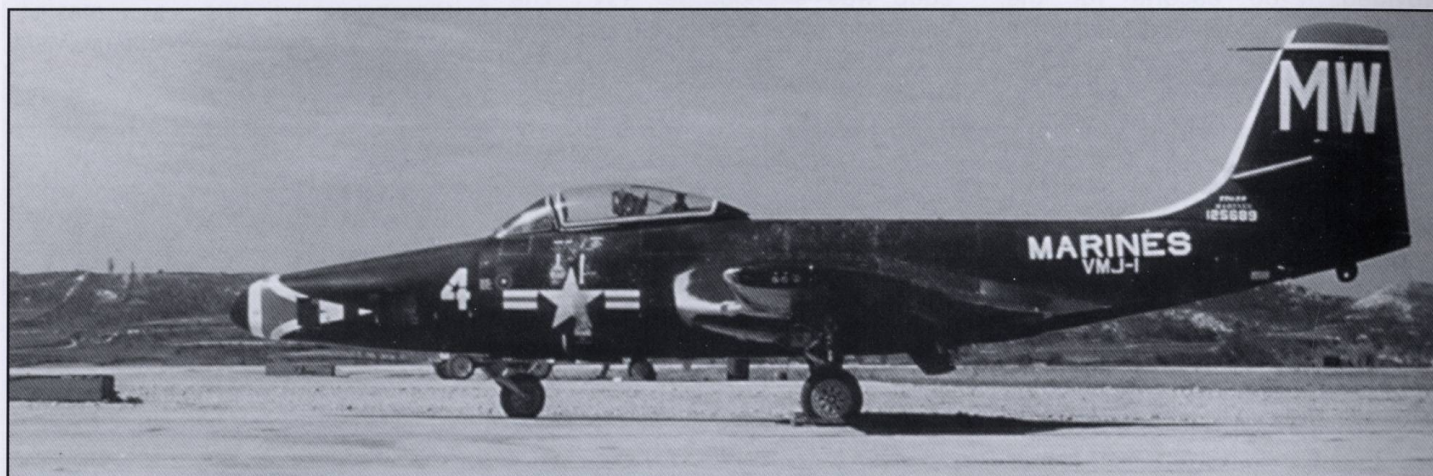
In June 1957, VMJ-1's "MW" tail code was changed to "YW". The squadron was disestablished on 31 July 1958.

Above, VMJ-1 F2H-2P BuNo 126676 over Korea on 8 July 1952. (USMC) Below, two VMCJ-1 Photo Banshees MW/11 BuNo 126644 and MW/10 BuNo 126667 in a left bank, circa 1953-54. (MCRD Command Museum via Tailhook)

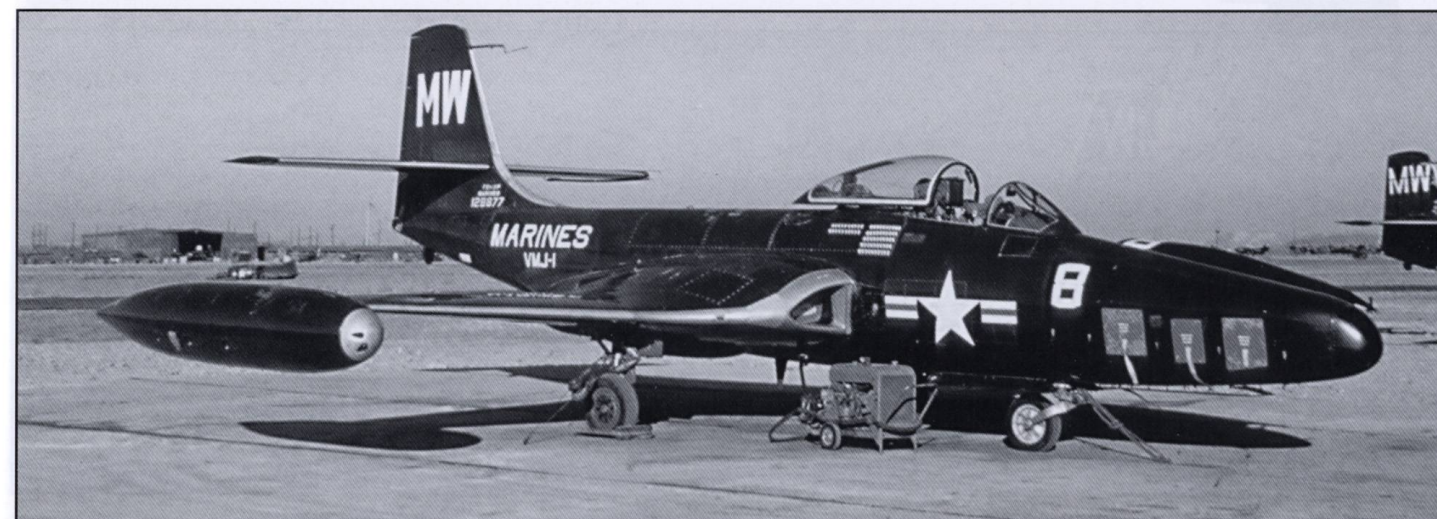


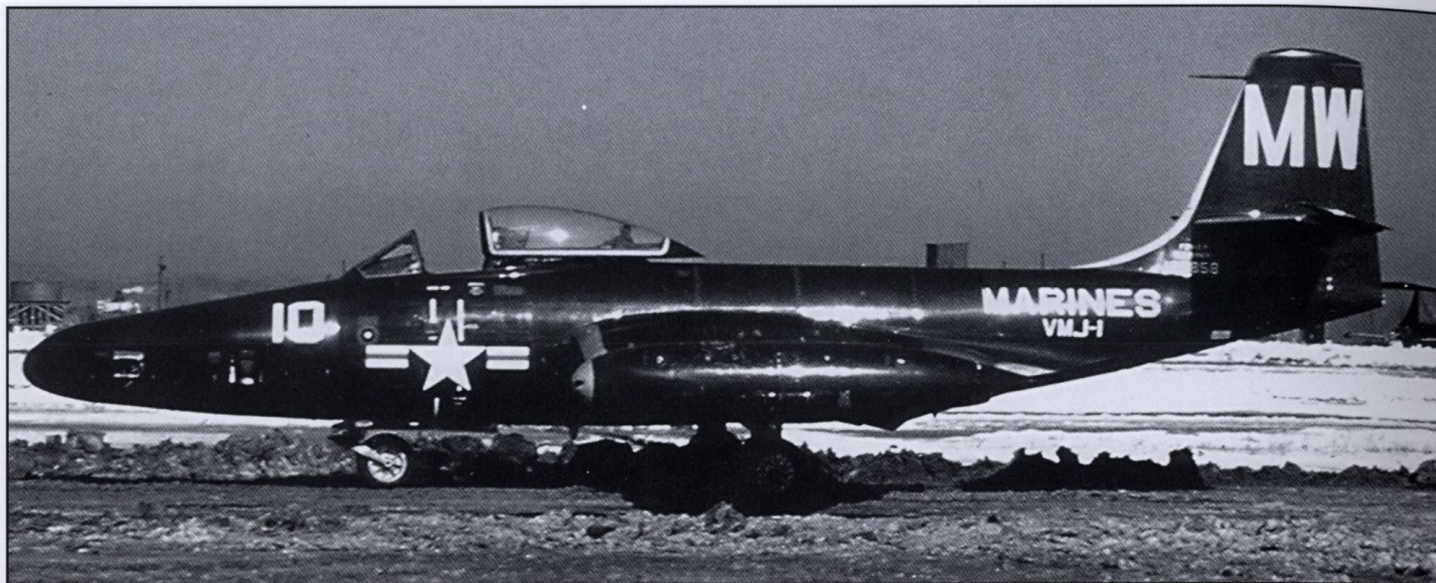


Above, CAPT Graham crash-landed his VMJ-1 F2H-2P BuNo 128859 at K-3 Korea in September 1953. Fin tip and tip tank trim were orange on this ex-VC-61 aircraft. (Harold B. Caldwell via Ron Piccianni) Below, VMJ-1 F2H-2P BuNo 125689 at K-3 Korea in September 1953 with red and white trim. (Harold B. Caldwell via Ron Piccianni) Bottom, VMJ-1 F2H-2P with red and white trim on the snow-covered airfield at Suwon AB in 1952. Aircraft had 100 mission marks painted on the fuselage side. Note three small open access panels on the upper fuselage aft of the canopy. (Dick Thompson via Warren Thompson)

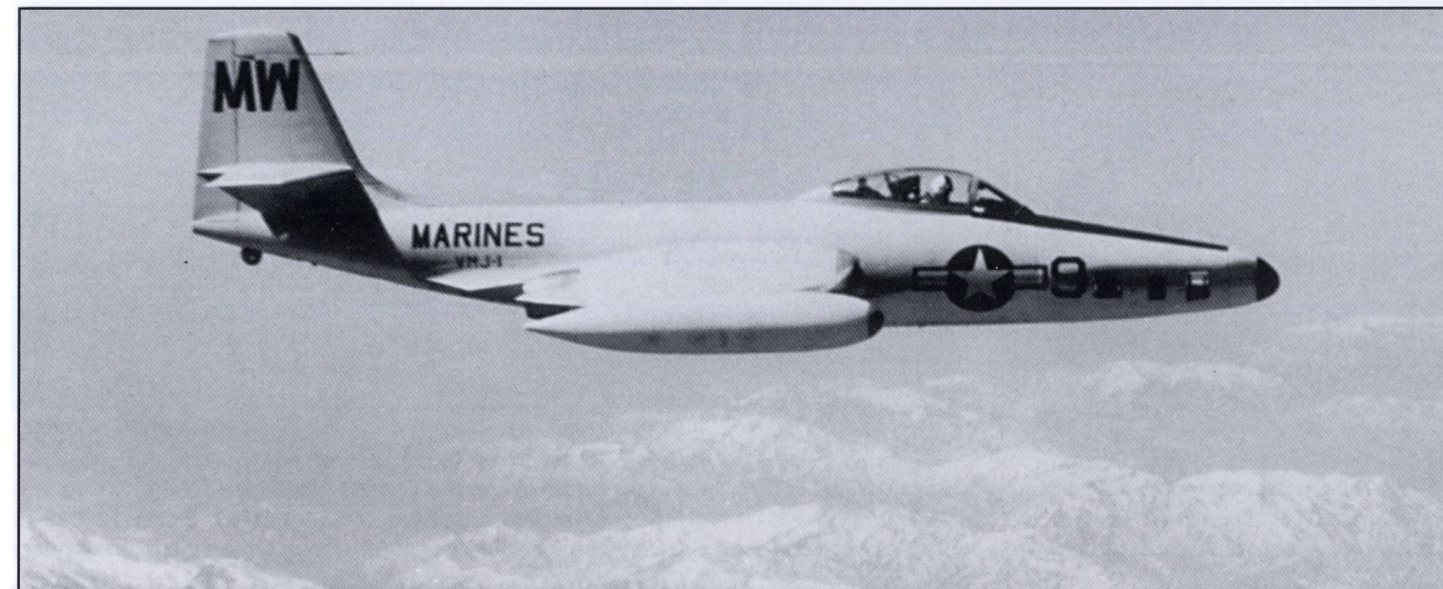
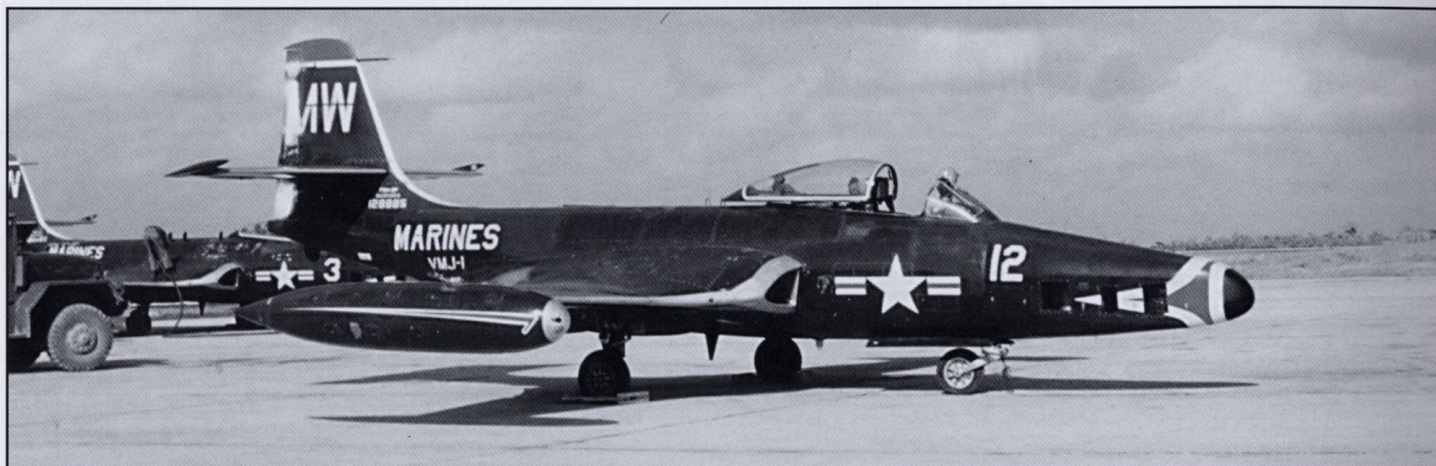


Above, VMJ-1 F2H-2P BuNo 128881 at K-3 on 15 May 1953 with a red fin tip and red and white arrow on the tip tanks. (USMC) Below, VMJ-1 F2H-2P BuNo 128877 with 70 mission marks on the fuselage at K-2 in 1953. The camera window covers were red. (Ro Kellum via Warren Thompson) VMJ-1 F2H-2P with 60 mission marks on the fuselage at K-13 in 1953. (George Terry via Warren Thompson)





Above, VMJ-1 F2H-2P BuNo 128858 at K-3 Korea in 1952. (Bud Page via Norm Taylor) Below, VMJ-1 F2H-2P BuNo 128885 was the next-to-last photo-Banshee built and was the 491st Banshee built. (via Paul Freiler) Bottom, VMJ-1 F2H-2Ps near Mt. Fuji with their new "YW" tail code. (USMC)

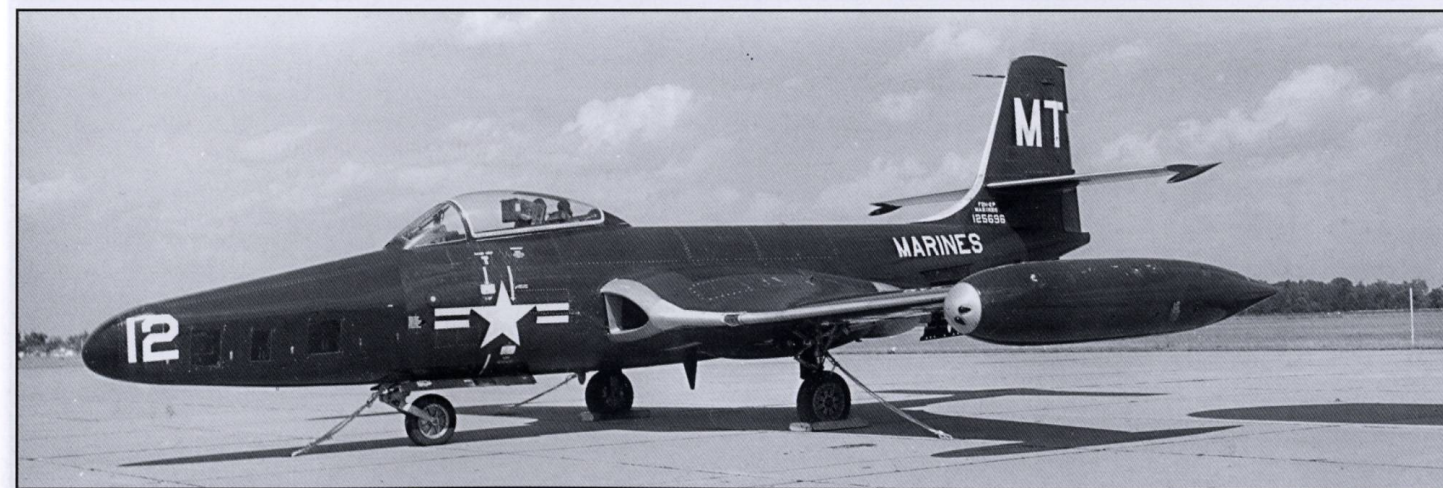
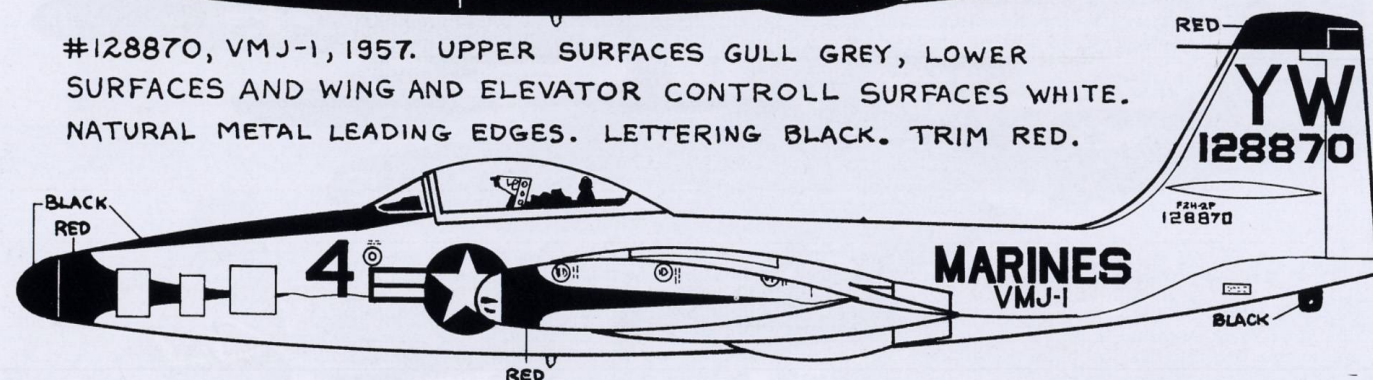


Above, VMJ-1 F2H-2P in flight over the Korean Theatre in 1957. (USMC) Below, VMJ-2 F2H-2P BuNo 125696 at Wayne County Airport, MI, in 1953. (Bob O'Dell collection via Fred Roos)

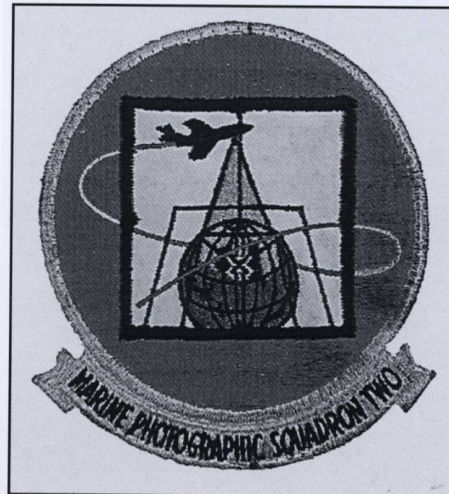
#125685, VMJ-1, POHANG KOREA.



#128870, VMJ-1, 1957. UPPER SURFACES GULL GREY, LOWER SURFACES AND WING AND ELEVATOR CONTROLL SURFACES WHITE. NATURAL METAL LEADING EDGES. LETTERING BLACK. TRIM RED.



MARINE PHOTOGRAPHIC SQUADRON TWO, VMJ-2



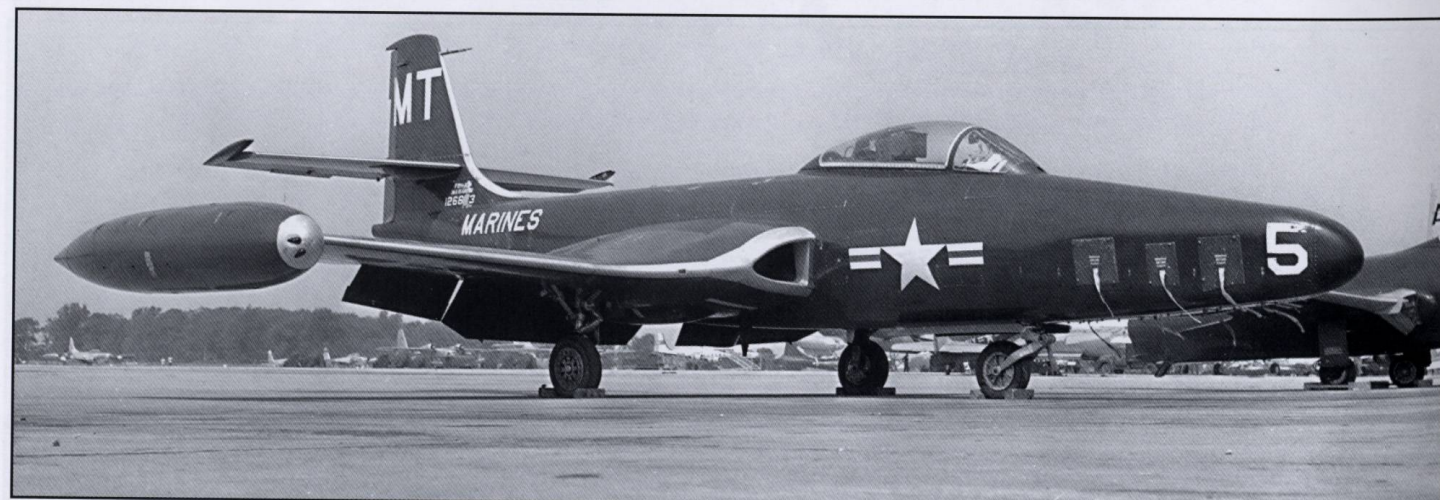
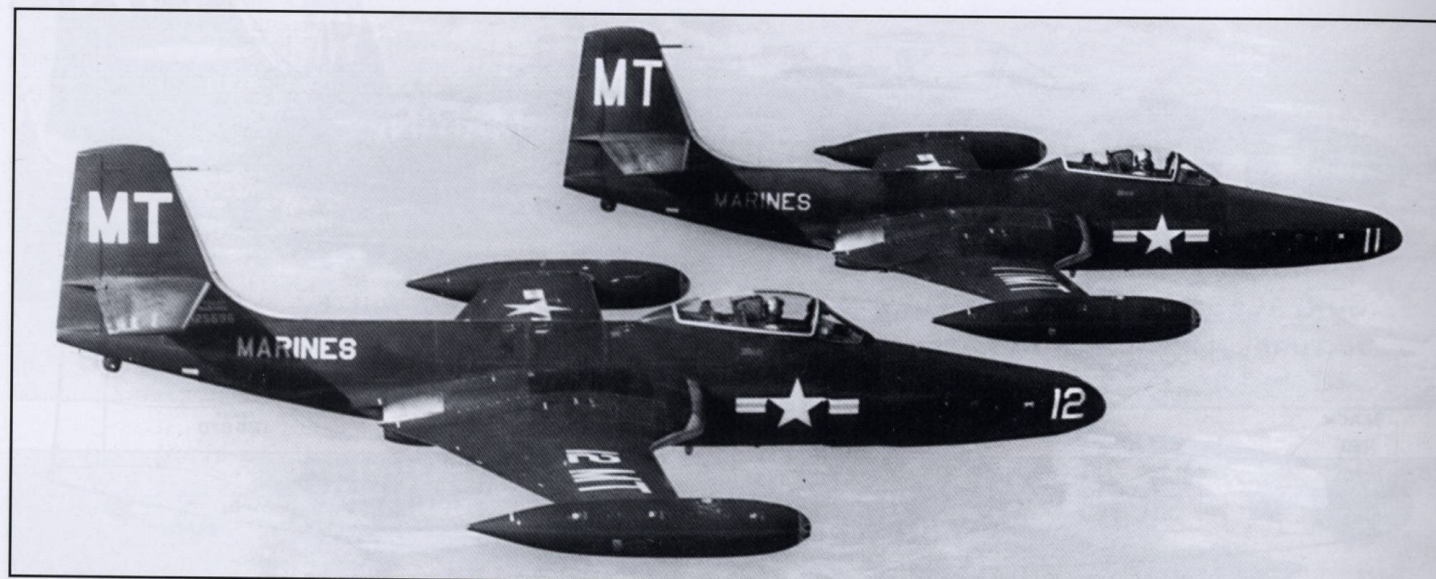
Above, VMJ-2 F2H-2P BuNo 125703 off the coast of North Carolina. (Edward Szejter via Warren Thompson) Below, two VMJ-2 F2H-2Ps BuNo 125696 MT/12 and BuNo 125680 MT/11. (National Archives) Bottom, VMJ-2 F2H-2P BuNo 126693 at Dayton Municipal Air Port, OH, on 4 September 1953. (Doug Olson via Norm Taylor)

VMJ-2 was established on 15 September 1952 at MCAS Cherry Point, NC. The mainstay of the squadron during the Korean War years was the McDonnell F2H-2P photo-Banshee. The F9F-6P photo-

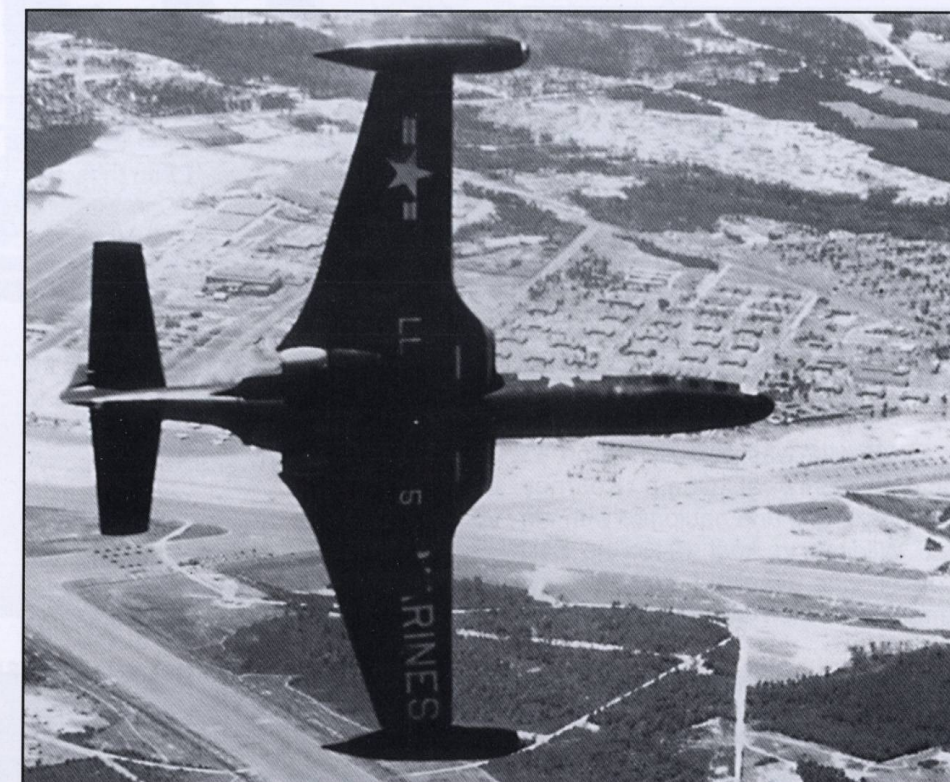
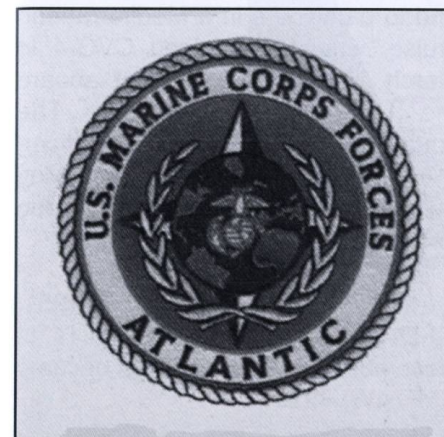
Cougar started joining the squadron in late 1953 and all but replaced the Banshee by the end of 1955. The F9F-8P also arrived in late 1955.

Marine Photographic Squadron

Two (VMJ-2) was was redesignated Marine Composite Reconnaissance Squadron Two (VMCJ-2) on 1 December 1955 when its assets were merged with VMC-2.

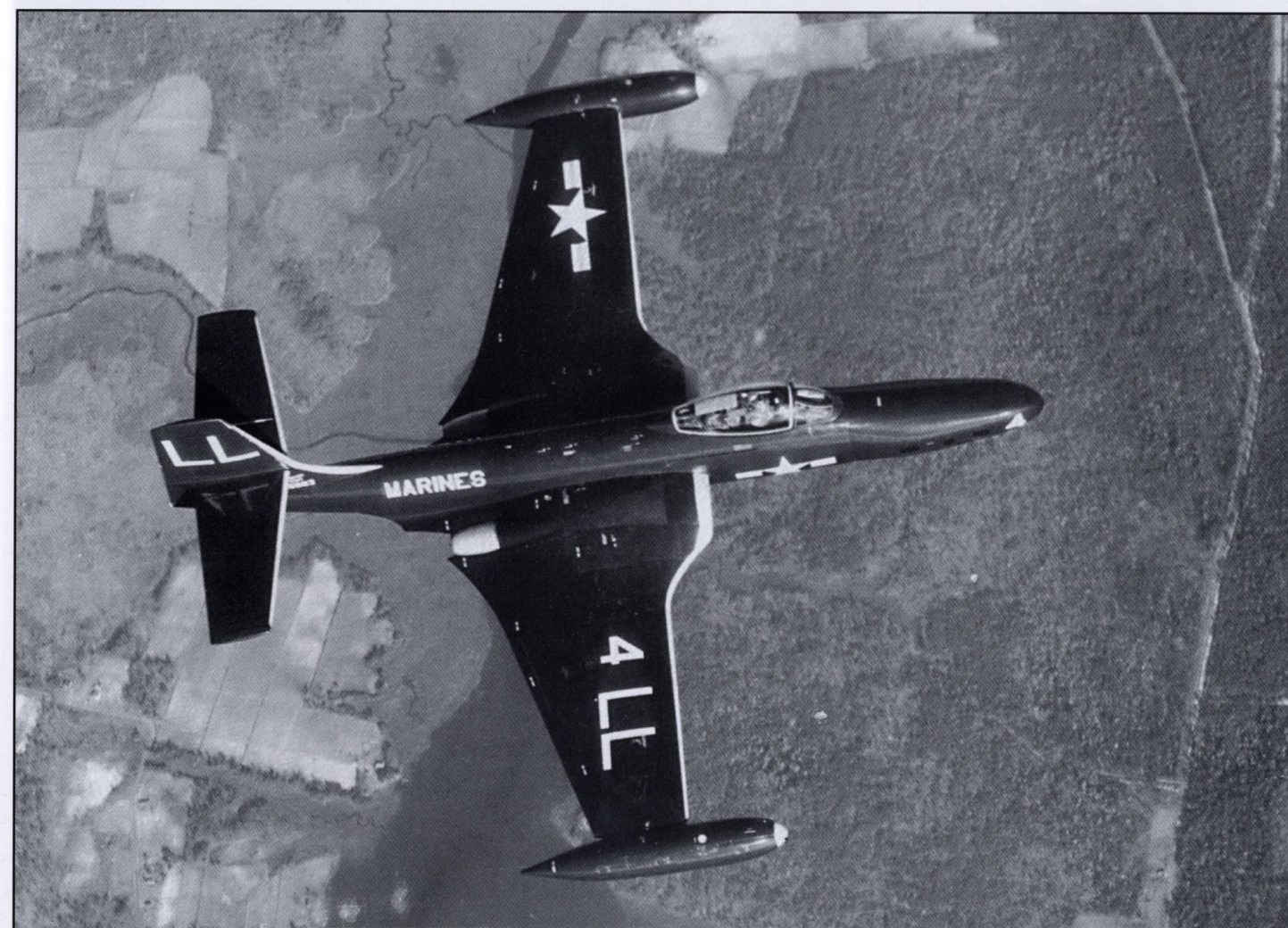


MARINE HEADQUARTERS SQUADRON TWO, HEDRON-2

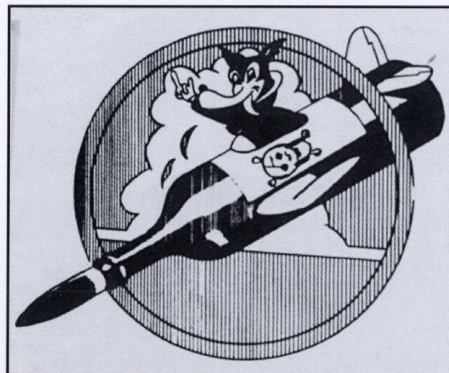


HEDRON 2 operated both F2H-2Bs and F2H-2Ps. The unit deployed its F2H-2Bs aboard the Coral Sea from 26 April through 21 October 1953 as part of CVG-8.

At right, HEDRON-2 F2H-2P LL/5 over Cherry Point. (USN) Below, HEDRON-2 F2H-2P over the Carolinas. (Edward Szejter via Warren Thompson)



MARINE FIGHTER SQUADRON ONE TWO TWO, VMF-122



1945 when they relocated to Cherry Point, NC.

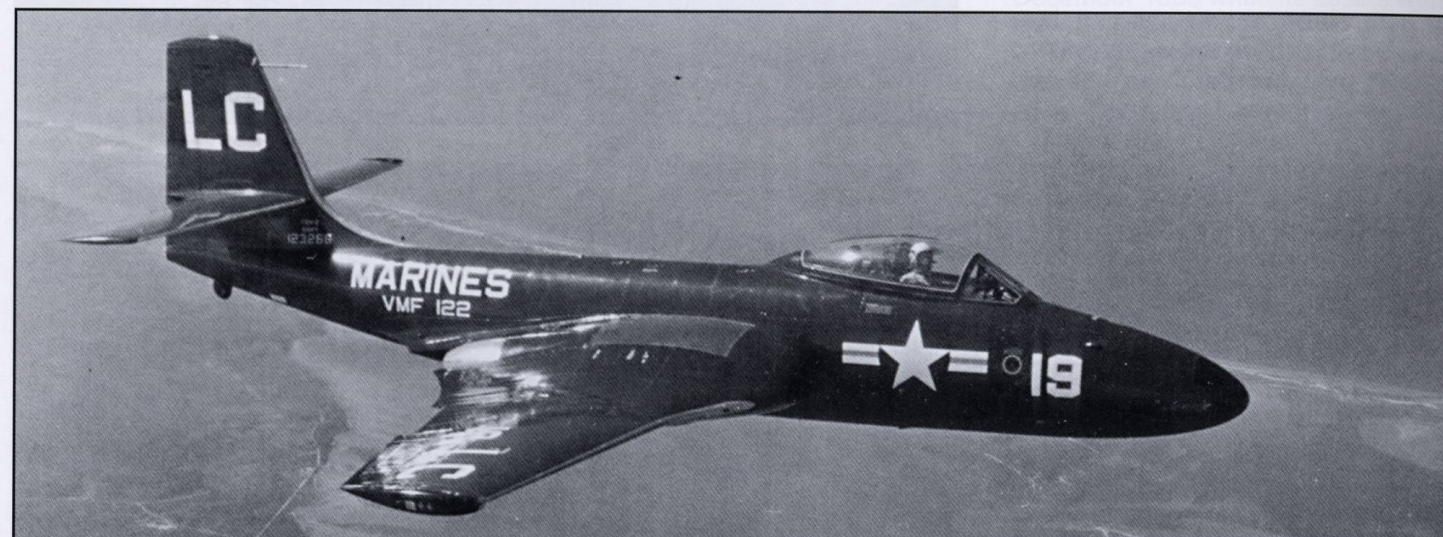
VMF-122 received its first FH-1 Phantom in November 1947. It would be the only Marine squadron to fly the type. LTCOL Marion E. Carl, famous WWII Ace, was the CO of VMF-122 when the FH-1s were received. He started an aerial demonstration team called the Marine Phantoms, or Flying Leathernecks, which put on shows for nearly two years. Like VF-171 and VF-172, the FH-1s were replaced by F2H Banshees in 1949.

Under the command of LTCOL Dave Marshall, VMF-122 became the first Marine jet squadron to qualify for both day and night carrier landings

and to participate in a Mediterranean cruise, when they joined CVG-4 in March 1951 for deployment aboard the USS Oriskany (CV-34). The squadron lost its Engineering Officer, MAJ William J. Bedford, on 29 May 1951 when his Banshee exploded and crashed into the Ionian Sea.

F9F-5s arrived in October 1951, FJ-2s in January 1954, F8U-1s in December 1957 when they became VMF(AW)-122.

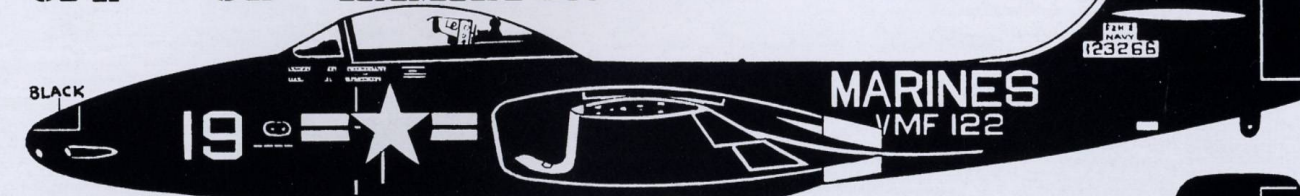
Below, VMF-122 F2H-2 BuNo 123266 in flight near Cherry Point, NC, in April 1950. (USMC) Bottom, VMF-122 F2H-2 taxis forward after landing on the USS Oriskany in 1951. (USN)



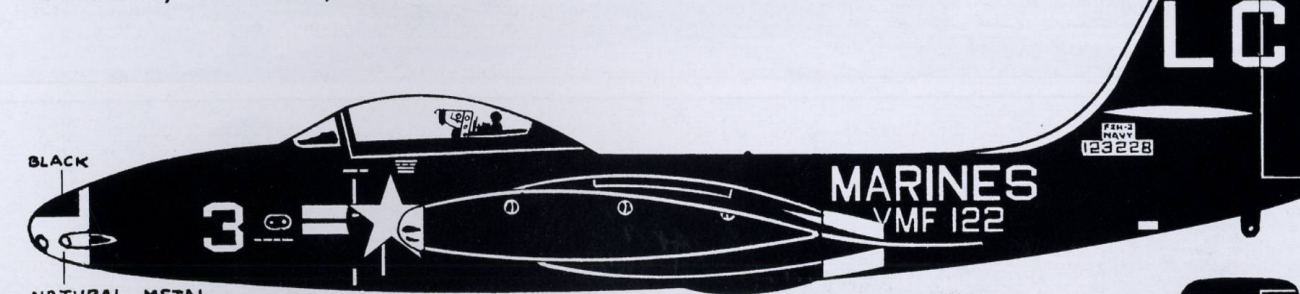
Above, four VMF-122 F2H-2s with BuNo 123228 in the foreground on 10 February 1951. (USMC via Fred Roos)

#123266, VMF-122, 1950.

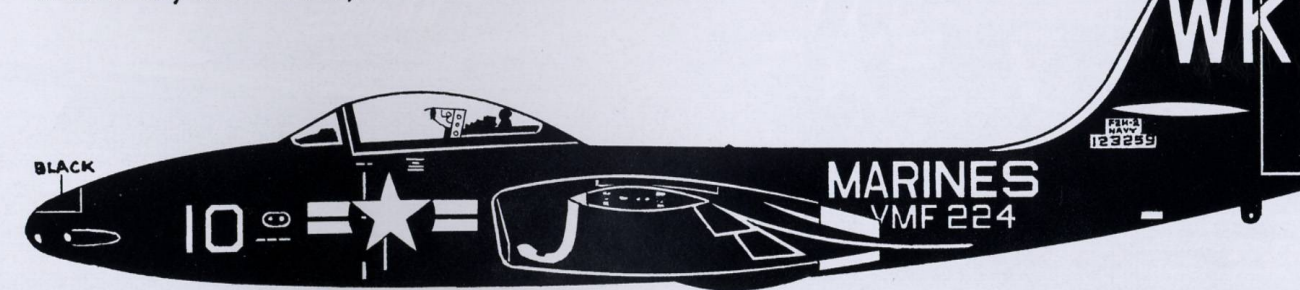
CAPT CR INGRAHAN
CPL JL HAMILTON



#123228, VMF-122, 1950.



#123259, VMF-224, MCAS CHERRY POINT.



MARINE FIGHTER SQUADRON TWO TWO FOUR, VMF-224 "BENGALS"

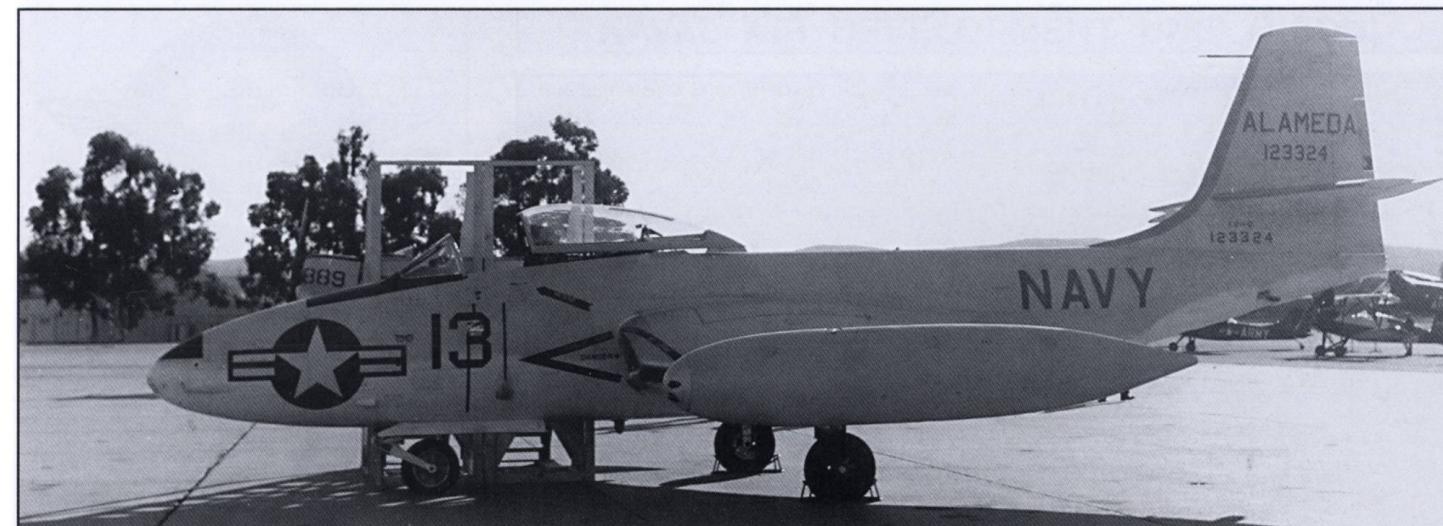
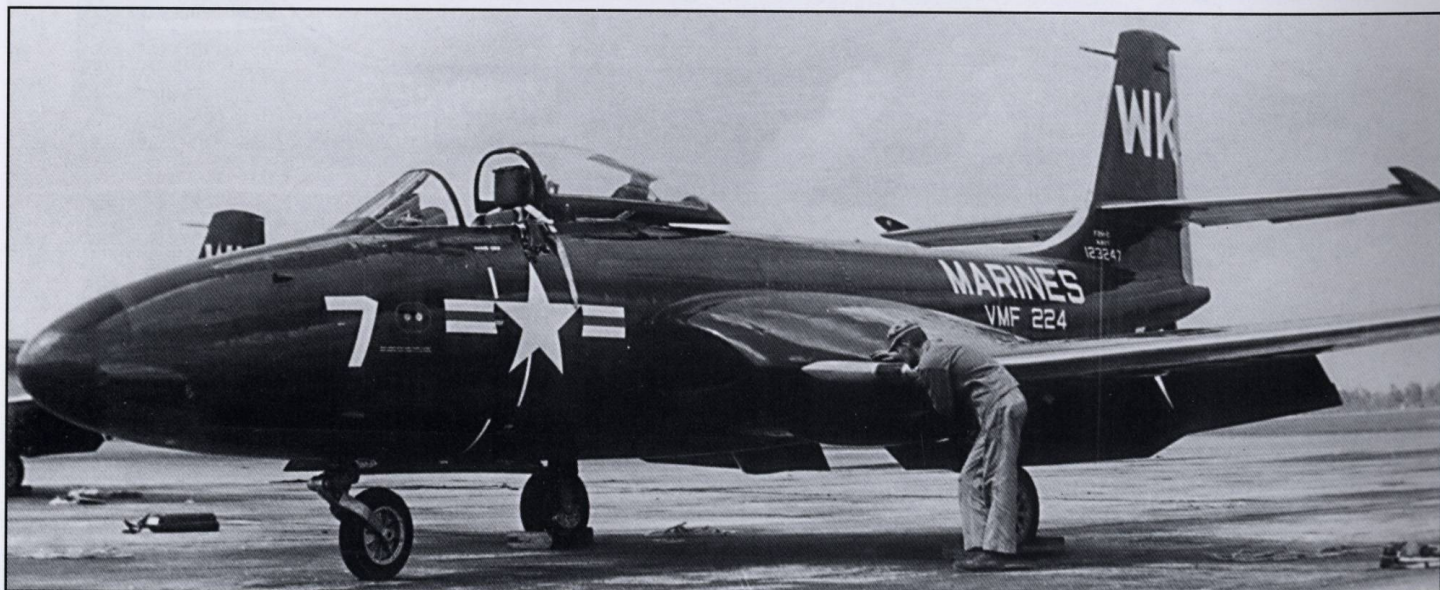
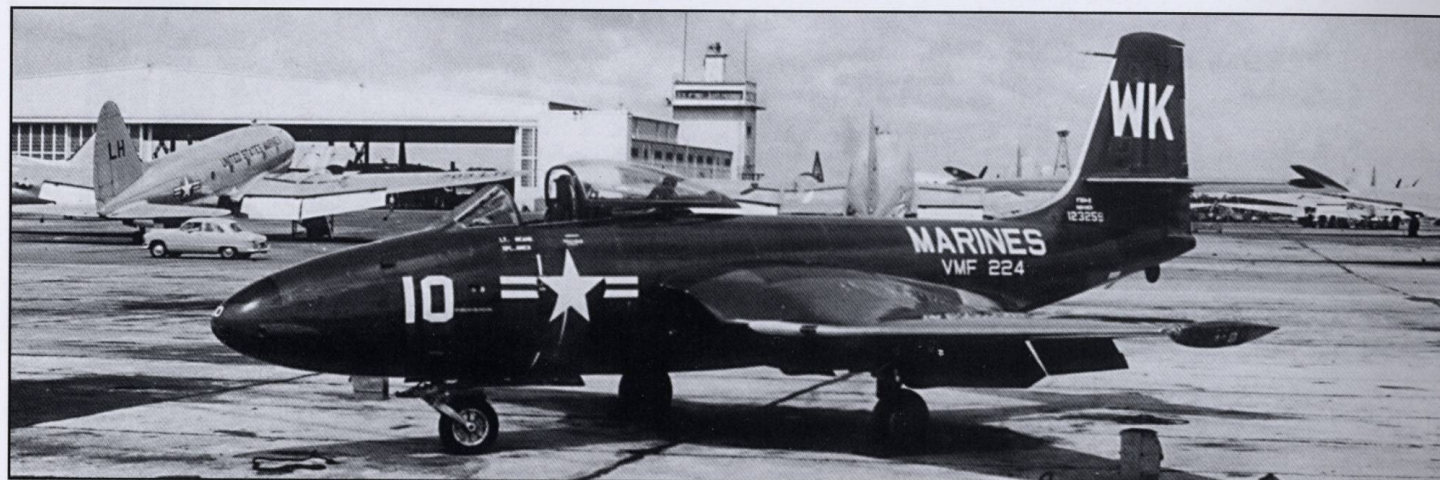


MCAS El Toro where they received the F4U Corsair. By April 1943, they were back in the Pacific concentrating on close air support against the Japanese Army. In April 1945, VMF-224 landed at Yontan Airfield, Okinawa. Two Months later they moved to Chima, Okinawa, where they remained until the war ended. While at Okinawa, the squadron was credited with 55 aircraft shot down.

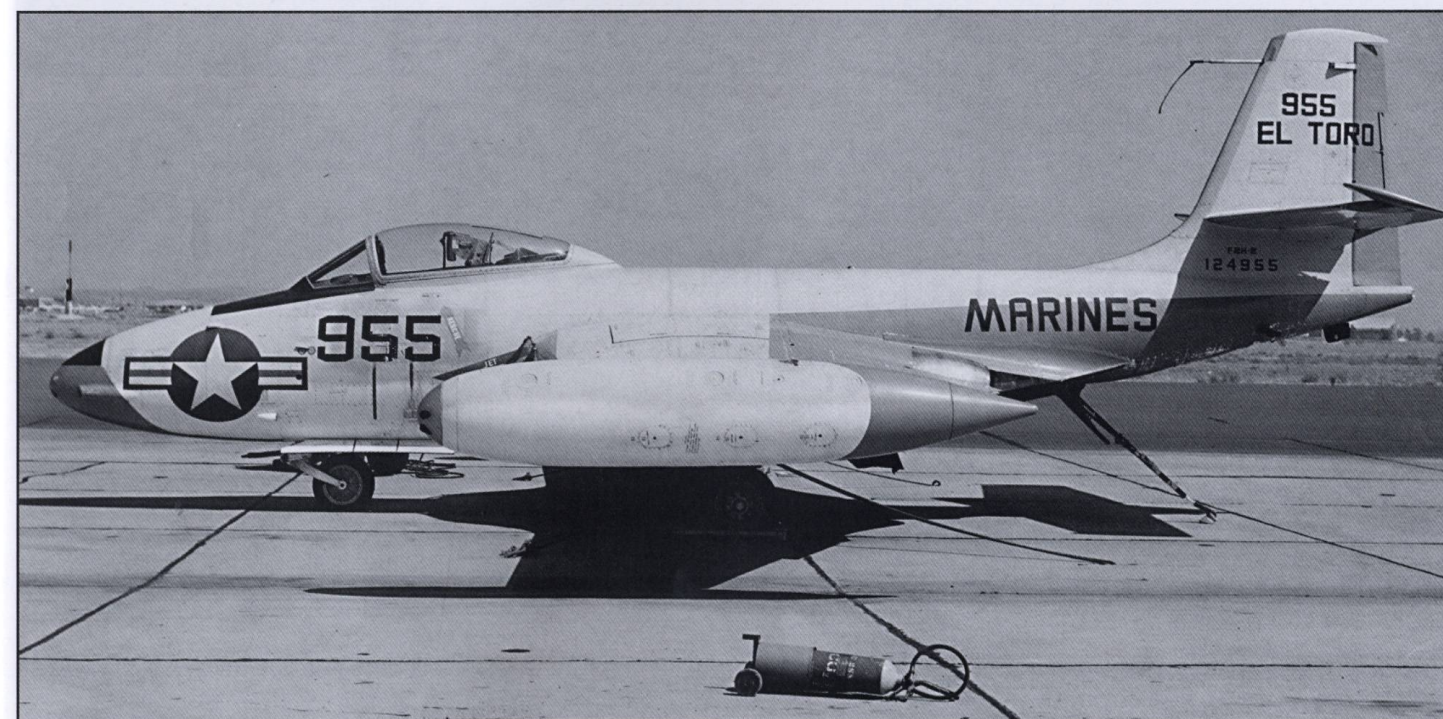
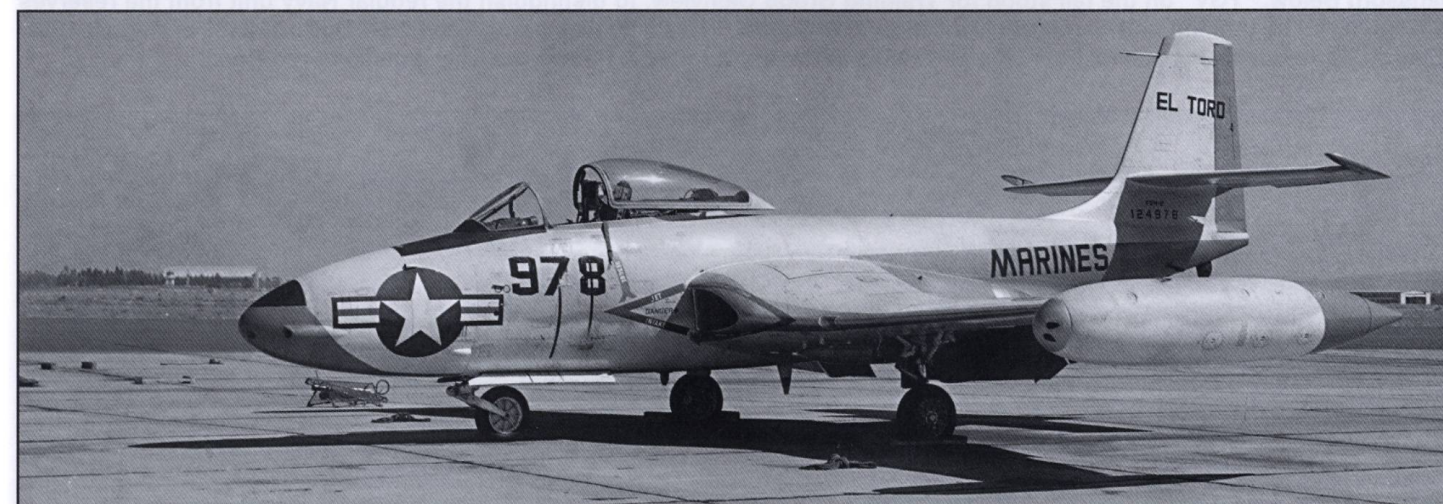
After the war, the unit was stationed at Yokosuka, Japan, for occupation duty as part of the 5th Air Force. The squadron returned with its Corsairs to El Toro and then were transferred to Cherry Point, NC, where they received the F4U-5 Corsair. In 1949, the McDonnell F2H-2 Banshee brought the squadron into the jet age.

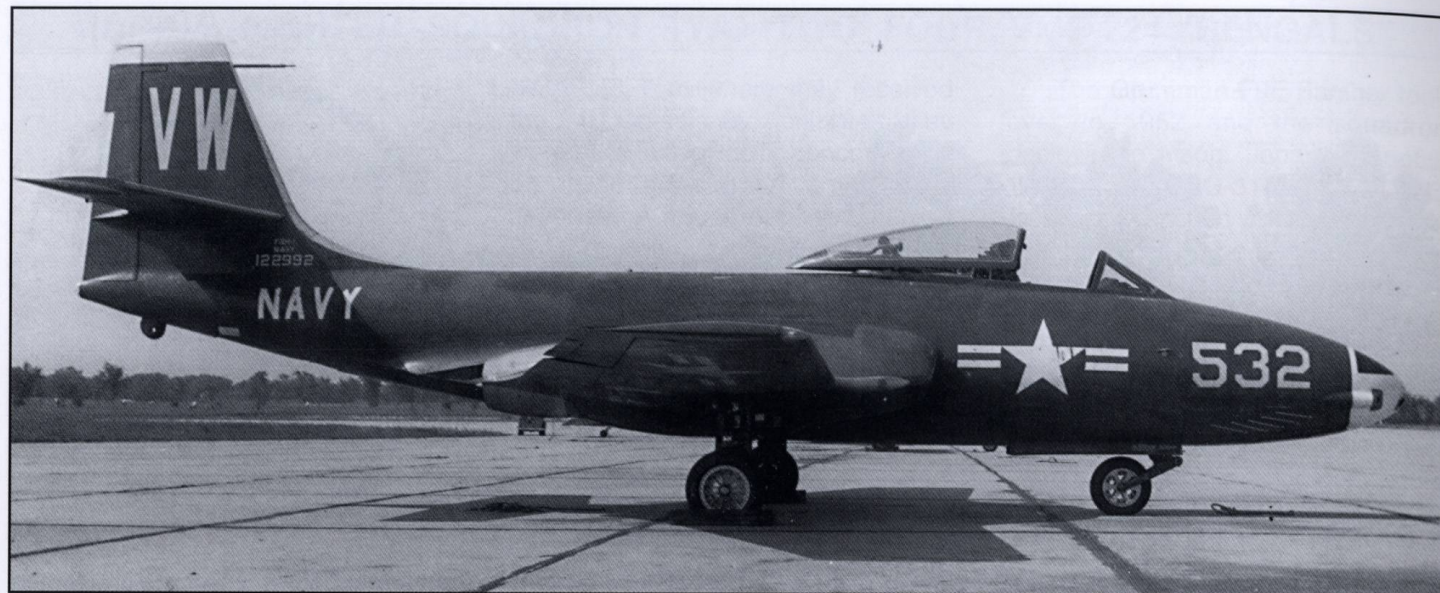
The Grumman F9F Panther took over in 1952 and the squadron deployed to Atsugi, Japan, in August 1953 to join MAG-31. In 1956, at El Toro, the squadron was redesignated VMA-224 and became the first Marine squadron to receive the Douglas A4D-1 Skyhawk in September 1956. In 1958, the A4D-2 was received and in 1963 the A-4C. In November 1966, the squadron returned to Cherry Point where they were redesignated VMA(AW)-224. As an All-Weather squadron, they transitioned to the Grumman A-6A Intruder. Today they fly the McDonnell Douglas F/A-18D Hornet.

Below, VMF-224 F2H-2s BuNos 123259 and 123247 at Cherry Point, NC. (USMC via Harry Gann)

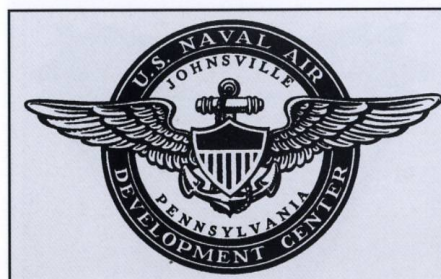
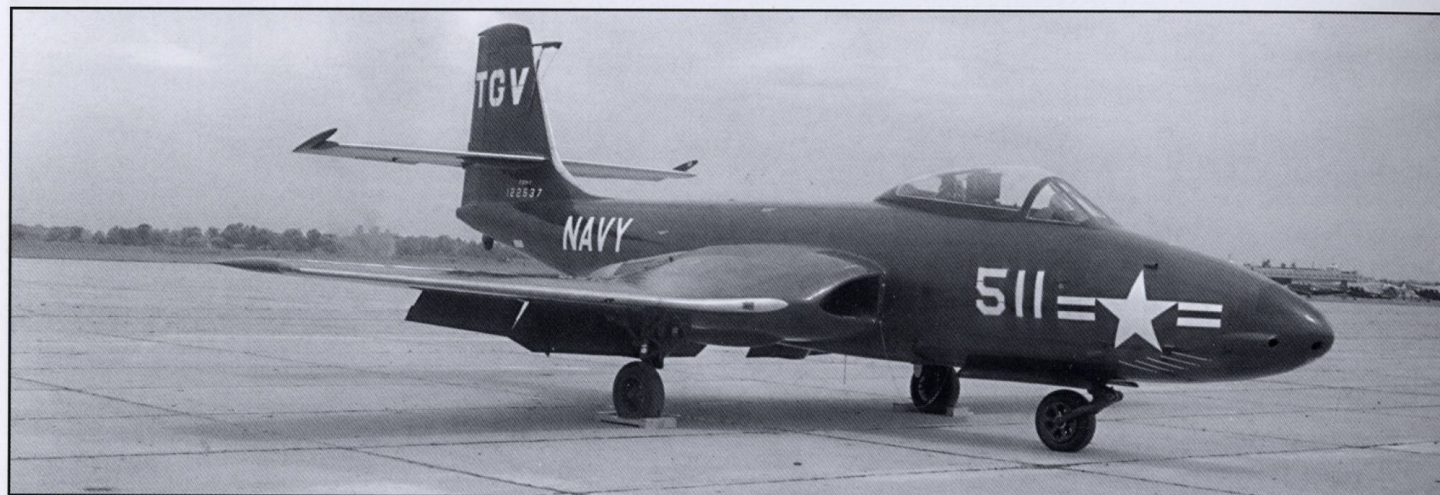


Above, NAS Alameda station aircraft F2H-2 BuNo 123324. (R. Besecker collection via Fred Roos) Below, MCAS El Toro station aircraft F2H-2 BuNo 124978. (USMC via Fred Roos) Bottom, MCAS El Toro, CA, proficiency aircraft F2H-2 BuNo 124955 on 1 August 1957. Aircraft was over-all white with orange trim. (USMC via Warren Thompson)



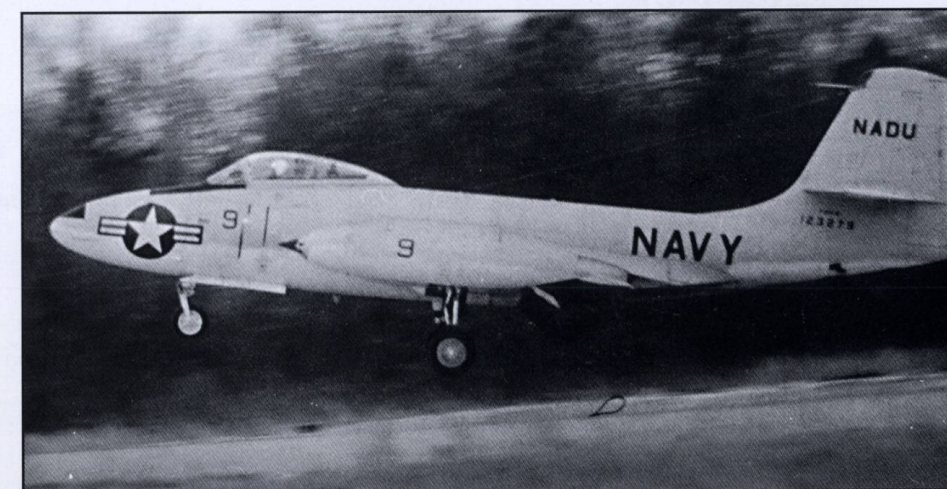


Above, F2H-1 BuNo 122992 was assigned to the CIC school at NAS Glenview in June 1951. Nose and fin tip were orange. (Clay Jansson) Below, "TGV" on the tail stood for Training Group Glenview, to distinguish the regular Navy unit from the reserves at Glenview. The training unit was the Naval Officer CIC School. The fin tip was orange on F2H-1 BuNo 122537 in August 1954. (Balogh via Larkins) CIC school F2H-1 BuNo 122553 in the snow in 1954. (Walsh via Clay Jansson/Fred Roos)

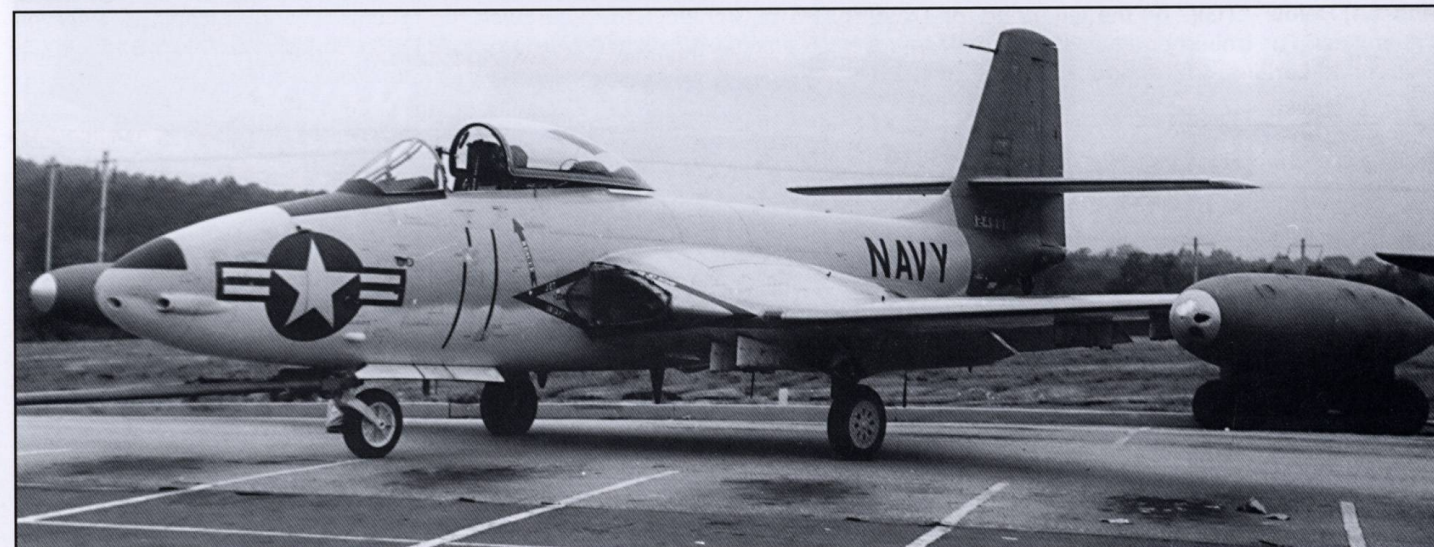


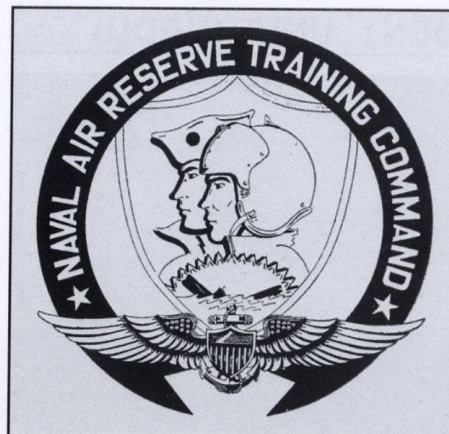
At right, NADU F2H-2 BuNo 123279 testing new turbine-powered catapult built by All-American Engineering on 24 April 1957. (National Archives) Below, Westinghouse test aircraft BuNo 124988 in August 1959. Tail and tip tanks were da-glo red. (via Burger) Bottom, F2H-2 BuNo 125065 in blue and da-glo red scheme. (via Picciani)

NAVAL AIR DEVELOPMENT UNIT (NADU)



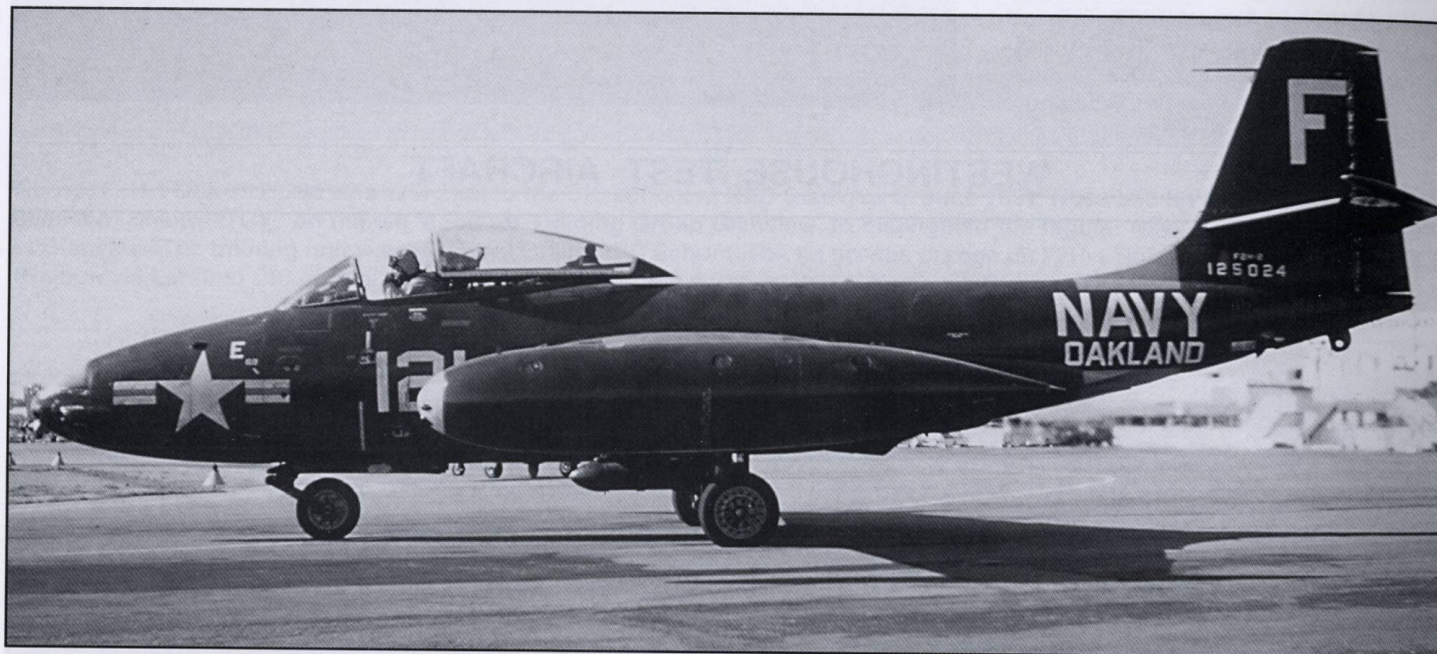
WESTINGHOUSE TEST AIRCRAFT



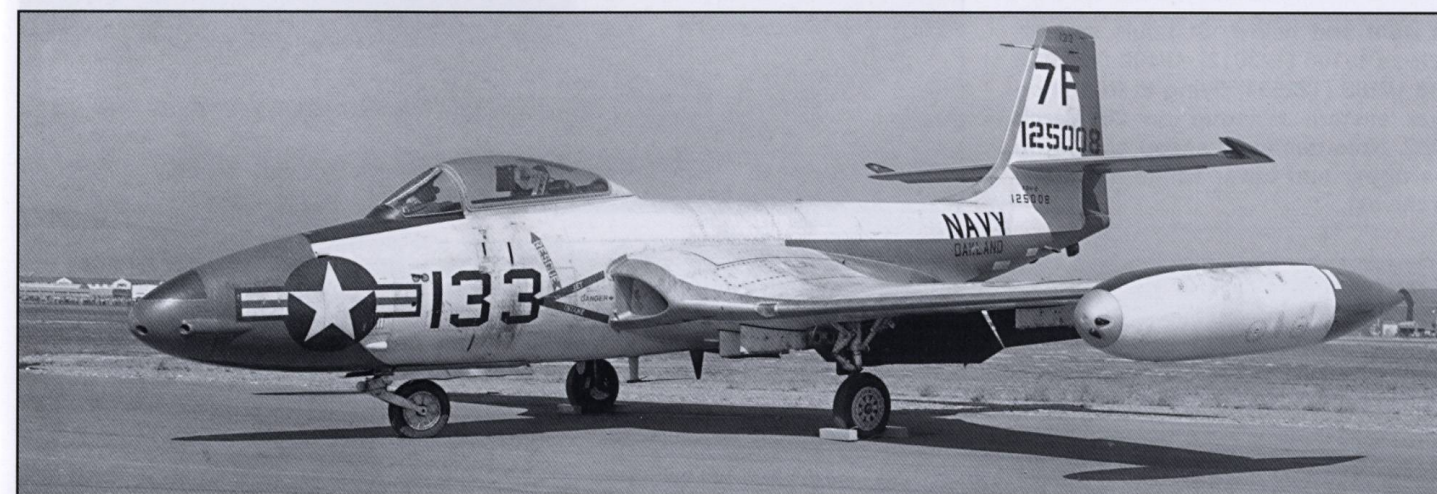
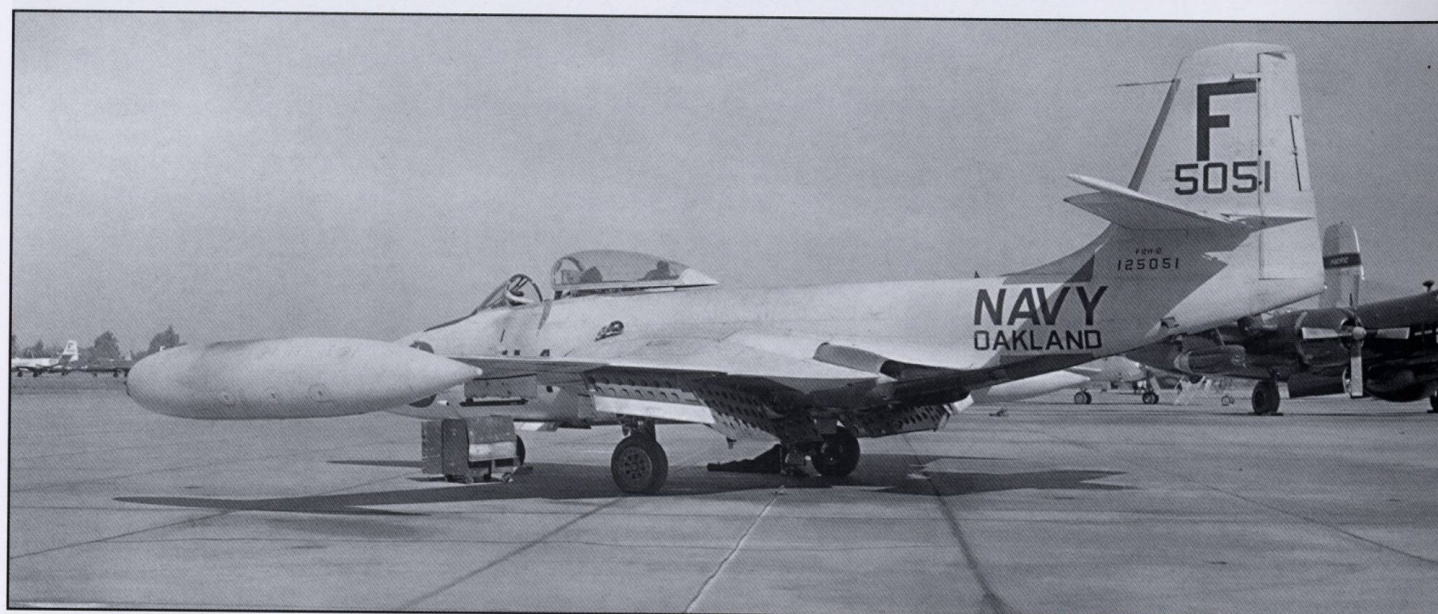


NAVAL AIR RESERVE

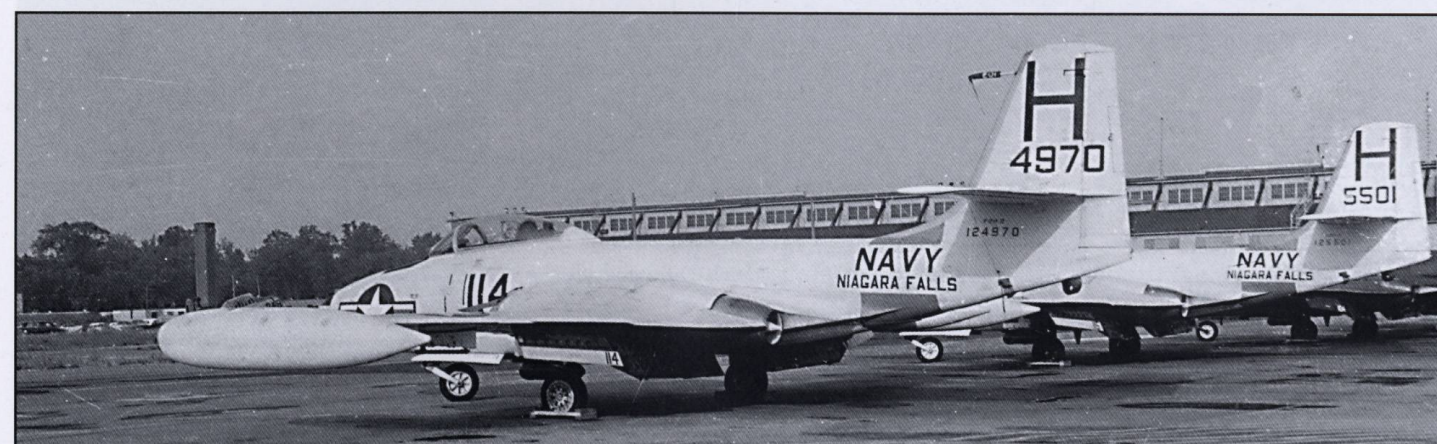
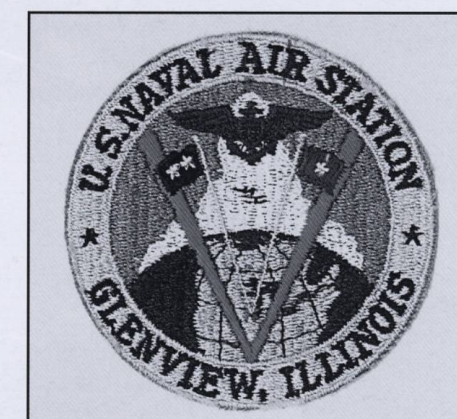
The rapid development of new jets and up-graded versions during the early '50s put the then high performance F2H-1 into reserve squadrons very quickly when they were replaced by the much more capable F2H-2s. The F2H-1s and F2H-2s were used in quantity by reserve units at Niagara Falls, Oakland, Los Alamitos, Glenview, St. Louis, and Norfolk.



Above, Ron Gerdes taxis Oakland Reserve F2H-2 BuNo 125024 on 23 March 1956. The all-blue aircraft has the large international orange rear fuselage band found on early 50's reserve aircraft. (Clay Jansson via W.T. Larkins) CDR E.M. Wilson was in command of Oakland-based VF-878 in 1956 when the squadron flew 744 hours during their yearly two weeks active-duty-for-training period. Below, gray and white Oakland reserves F2H-2 BuNo 125051 at Oakland, CA, on 16 September 1956. (W. T. Larkins)



At top, BuNo 125051 at the Oakland Air Fair on 31 August 1958 with "7F" tail code. (W.T. Larkins) Above, also seen on 31 August was F2H-2 BuNo 125008 in a newer reserve scheme of white with extensive da-glo trim. (W.T. Larkins) Bottom, Niagara Falls-based F2H-2s BuNos 124970 (H/114) and 125501 in 1956. The gull grey and white aircraft had the orange rear fuselage band that designated reserve aircraft. (Thomas S. Cuddy via Fred Roos)

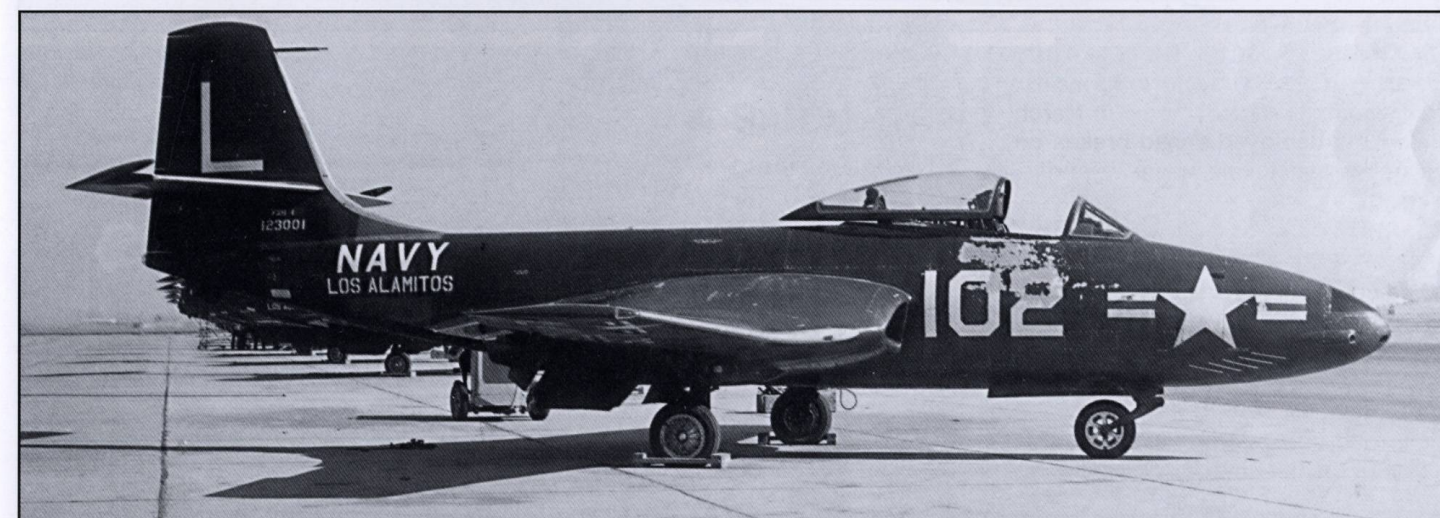


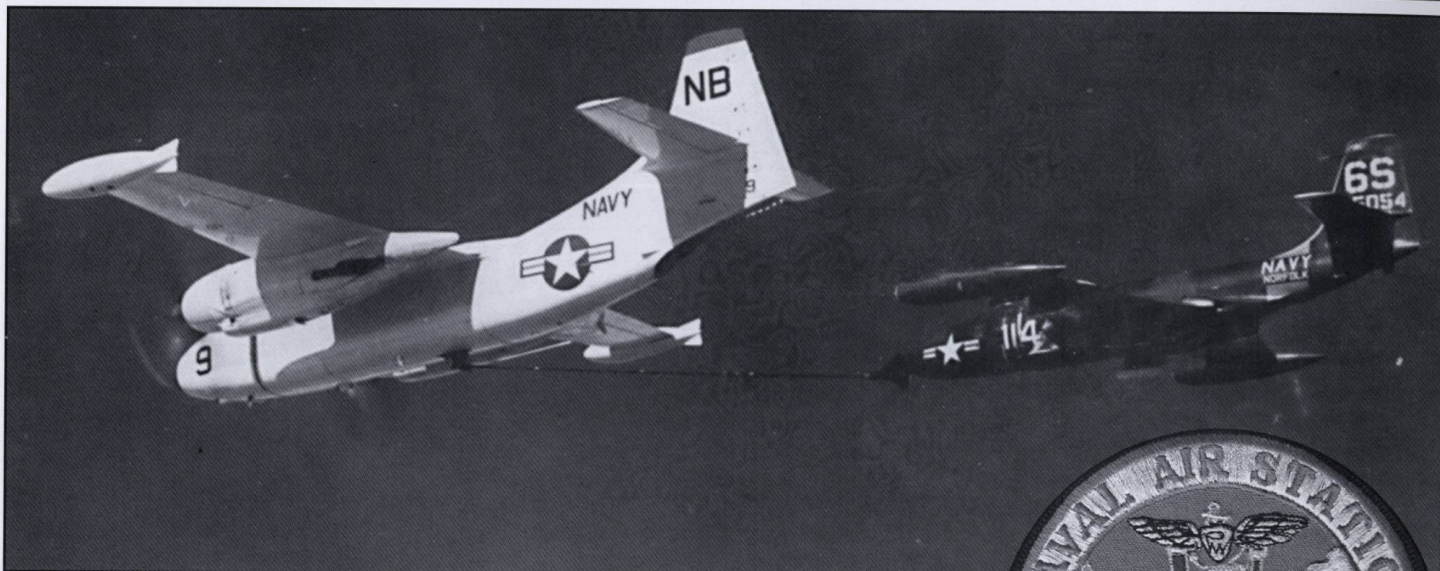


At right and below, St Louis reserve F2H-1s U/108 (123012), U/102 (122533) and U/103 (122554) flying in formation over eastern Missouri on 20 March 1952. Note deployed speed brakes on the upper and lower wings. (National Archives)

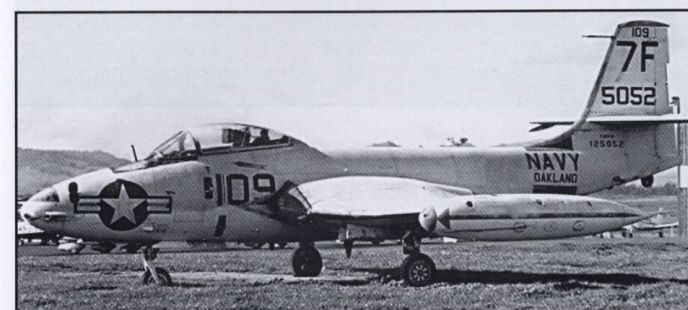
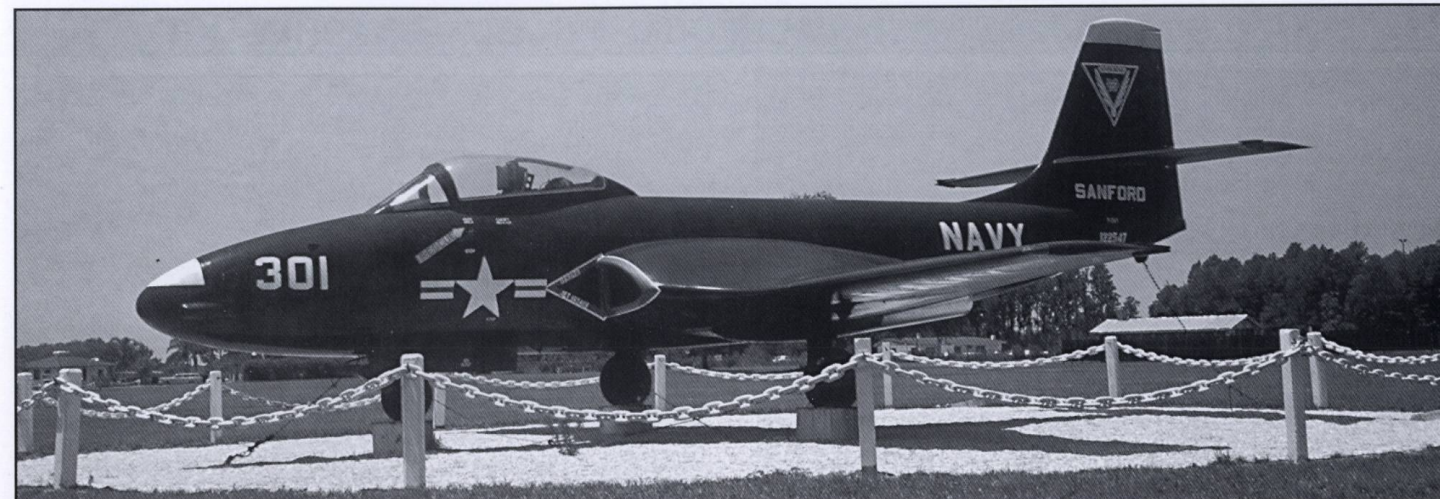
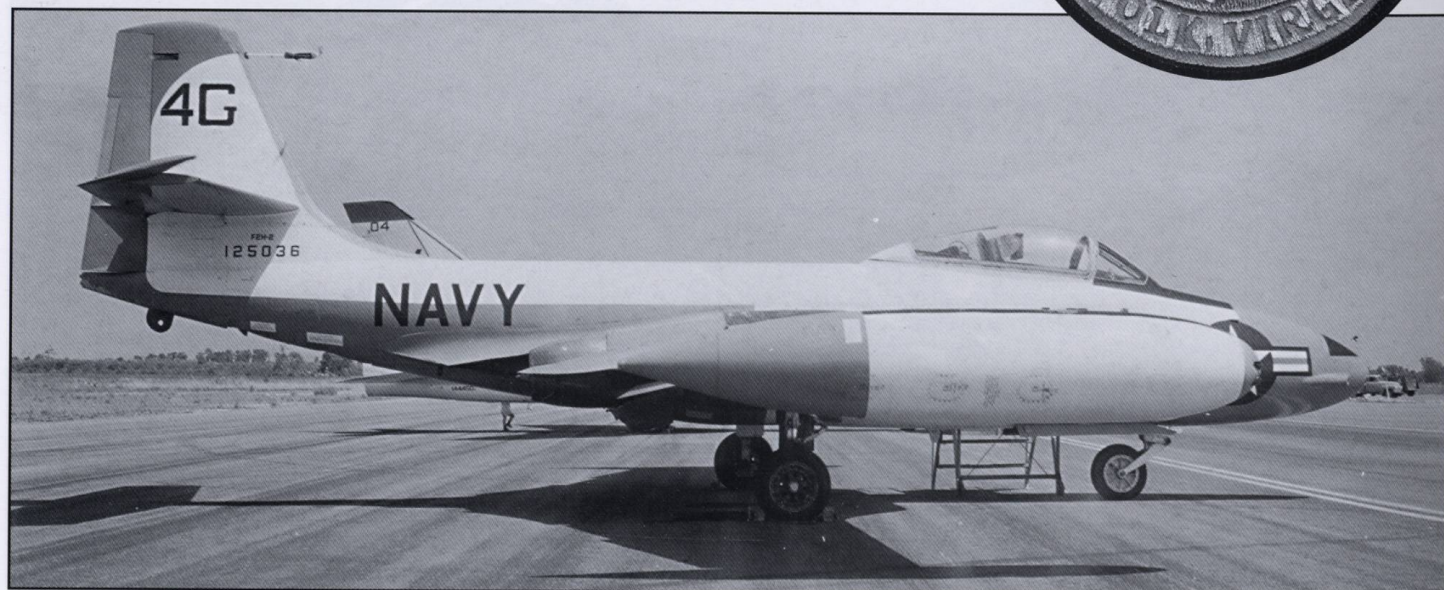


Above, Los Alamitos F2H-1 BuNo 123012 at LA International on 5 October 1953. (Swisher) Below, F2H-1 BuNo 123001. (Ginter collection) Bottom, F2H-1 BuNo 123007 in flight. Note wing markings. (USN via Fred Roos)

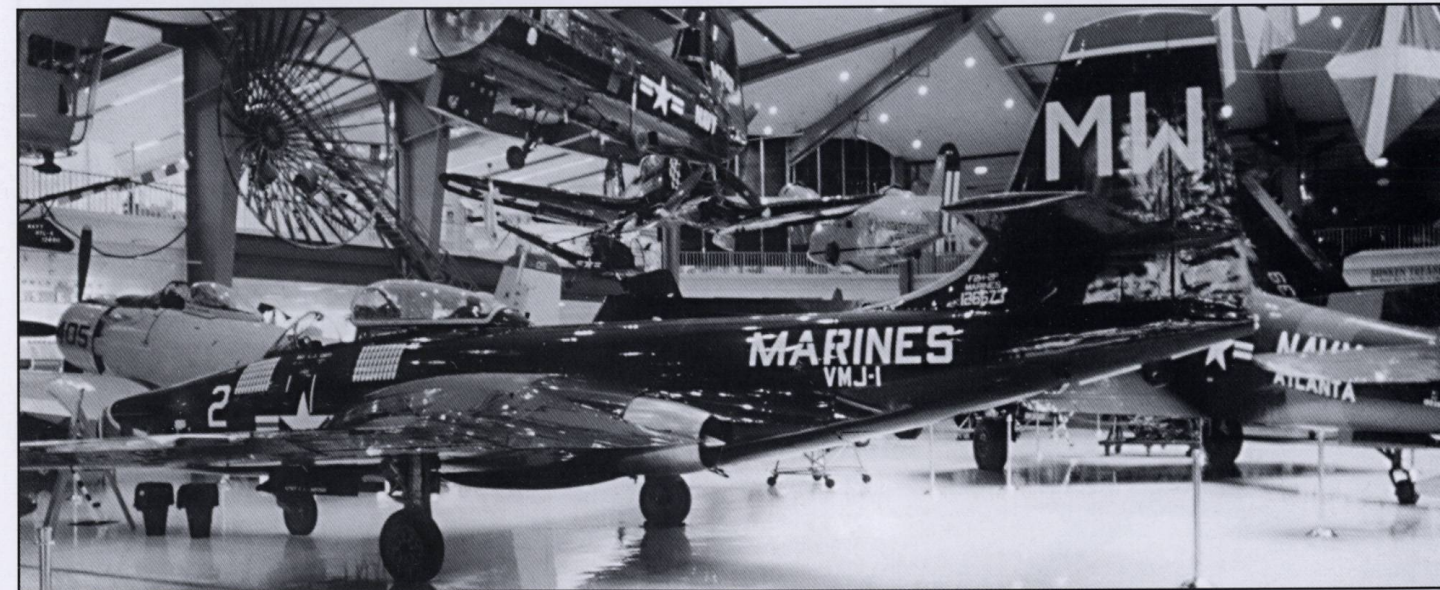




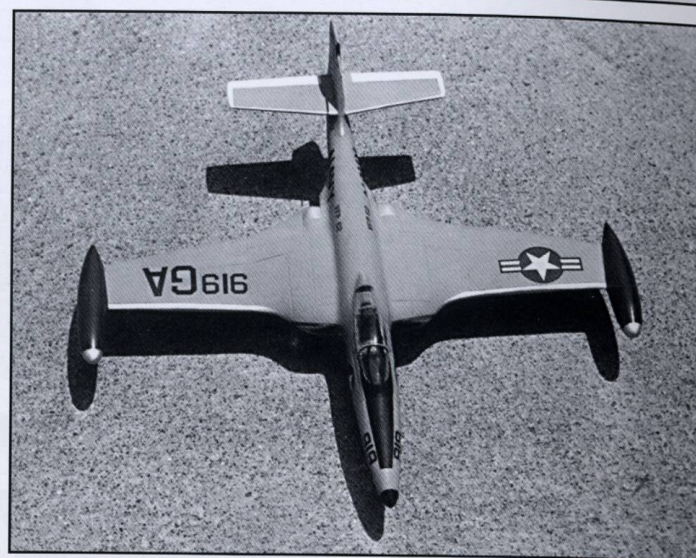
At top, NAS Glenview Naval Reserve F2H-1 BuNo 122994 in February 1952. (Clay Jansson) Above, NAS Norfolk reserve F2H-2 Banshee refuels from a VC-5 AJ-2 Savage. (USN) Below, NAVCICOFFSCOL F2H-2 BuNo 125036 based at NAS Glynco, GA, seen at NAS Sanford, FL, on 17 May 1958 in white and with orange trim. (William Swisher)



At top, F2H-1 gate guard BuNo 122547 at NAS Sanford, FL, on 26 May 1967. (Clay Jansson) Above left, F2H-2 BuNo 125052 at Napa, CA, in the early '70s before going to Pensacola. (Ginter) Above right, same aircraft at the Pensacola museum. (Bob Stollof) Below left, F2H-2 BuNo 124988 at MCAS El Toro in 1987. VMF-214 flew the -4 not the -2. (Ginter) Below right, same aircraft at MCAS Miramar in 2006 in VMF-122 markings. (Ginter) Bottom, F2H-2P BuNo 126673 at NAS Pensacola in 2004. (Ginter)



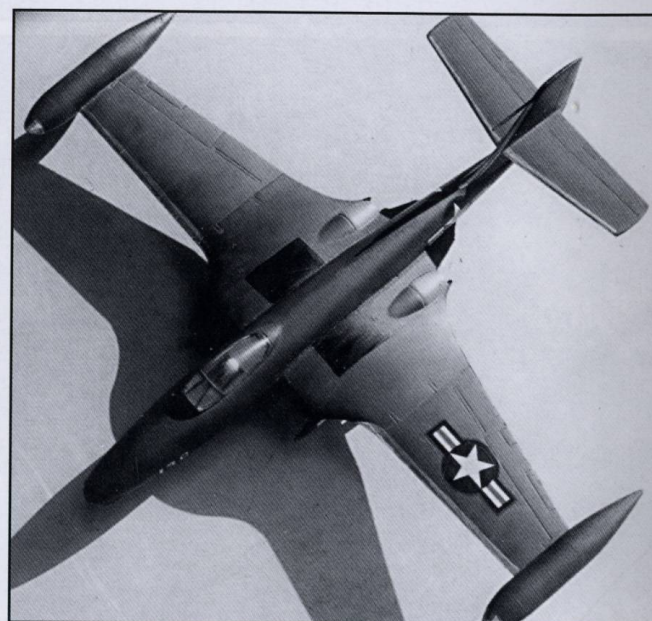
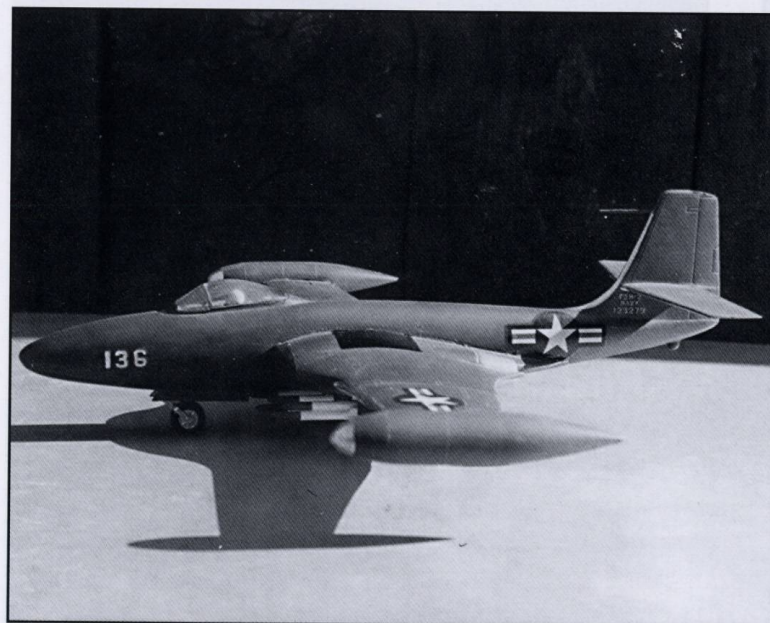
1/72 SCALE AIRMODEL VACUFORM F2H-2/2P BANSHEE KIT



The early '70s Airmodel kit was crude, but the only thing available at the time. Decals, landing gear, cockpit, etc., must be provided from the spare parts box. The kit was fairly accurate except for the photo-nose as seen here. The kit provided alternate noses for the F2H-2 and the F2H-2P. This kit was built by Bill Lindberg who worked at Brookhurst Hobbies during the '70s and was finished in markings of VFP-62.

1/48 SCALE HAWK F2H-2 BANSHEE KIT

In the 1950's, the Hawk model company produced a 1/48 scale F2H Banshee kit that has been marketed over the years as a F2H-2. In reality it approximates a prototype aircraft with production tail and tip tanks. The kit has the original smaller length canopy only found on the prototypes. As with most kits of the period, the landing gears are crude and the cockpit interior non-existent. The kit also included stacked 5" rockets as found on F-84s of the period. The photos seen here are of a kit built straight from the box in the 1950s.



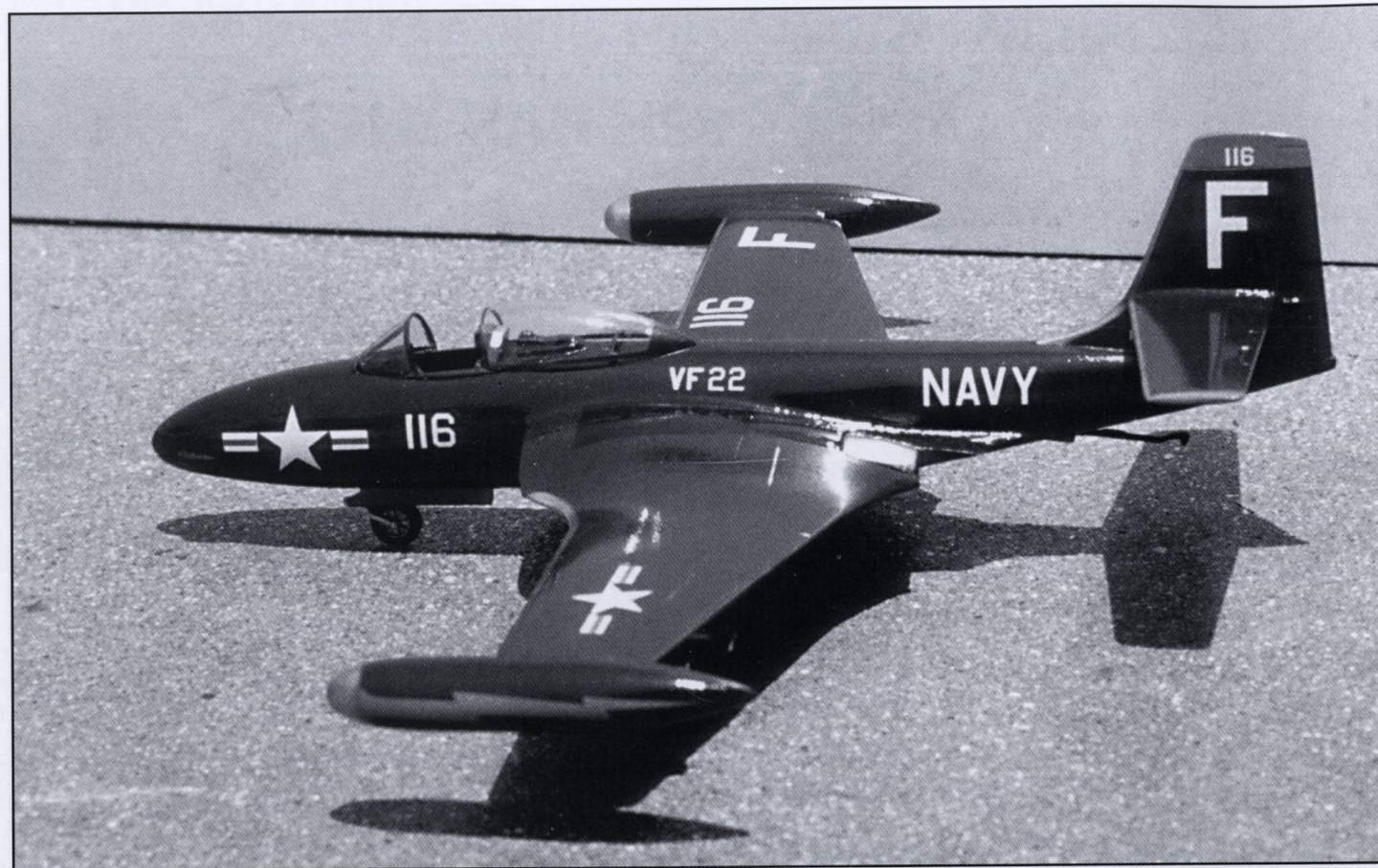
AIRFIX 1/72 SCALE F2H-2/2P BANSHEE KIT

The very good Airfix kit #4023 came out in 1980 and had an alternate nose so that an F2H-2P could be made. In addition, the kit had a pilot figure, optional rockets or bombs, and an optional position tail hook. Two choices of decals were included, one for a VF-172 F2H-2 and one for a VMJ-1 F2H-2P. Both aircraft represented served in Korea.

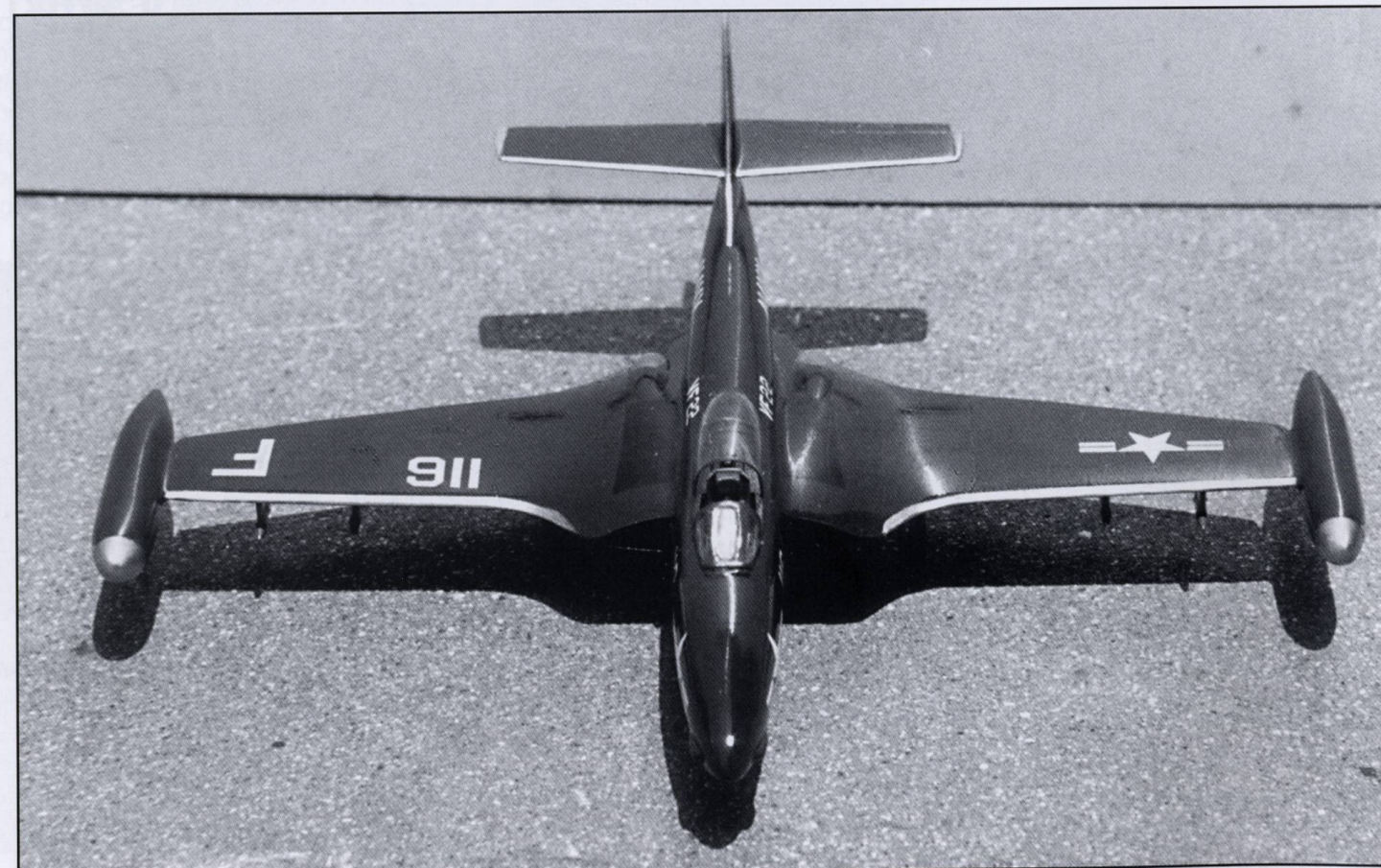
The kit was re-issued by US Airfix as kit #4010 with decals for an F2H-2B from VF-101 and an F2H-2P from VC-61. The kit was also re-boxed by MPC and others.

Below, both versions and decal options from the Airfix kit are shown below. The photo Banshee was built with the canopy open and had simulated camera window covers with remove before flight flags added to the original kit. These kits were built in 1980.

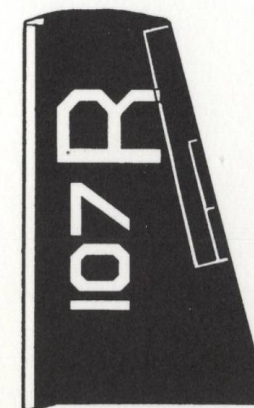




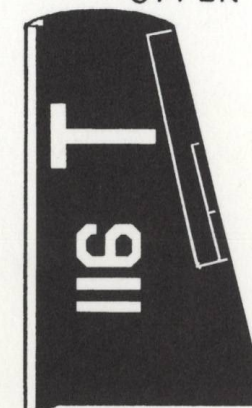
Above and below, 1980 test shot of the Airfix F2H-2 Banshee built by Fred Lewis in the markings of VF-22 which he provided from his spares box.



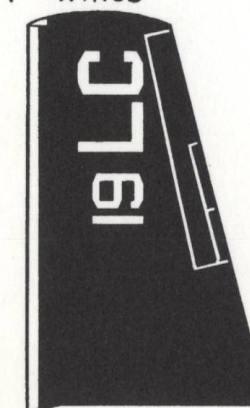
TYPICAL WING CODES UPPER RIGHT WINGS



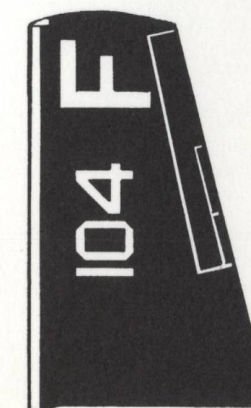
F2H-1, VF-171.



F2H-2, VF-11.



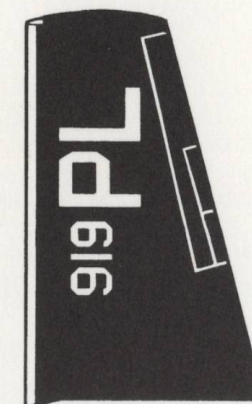
F2H-2, VMF-122.



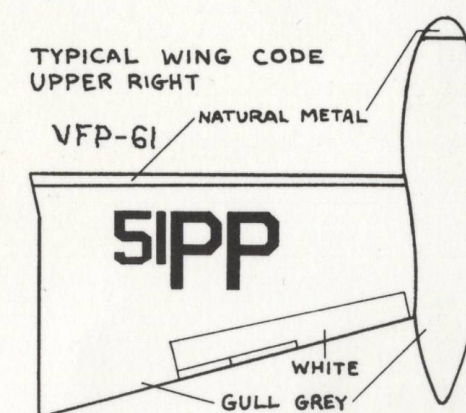
F2H-2, VF-22.



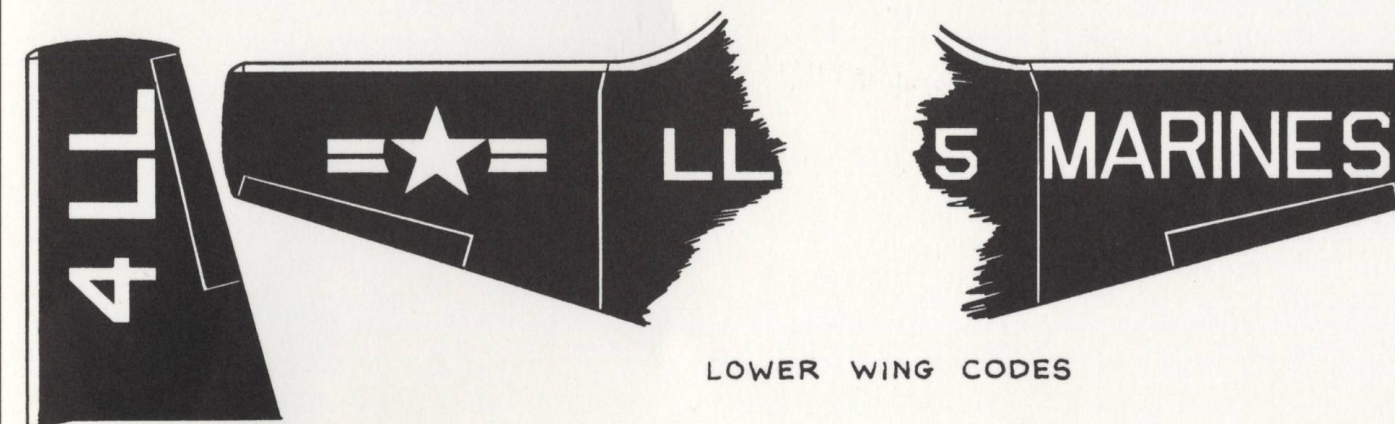
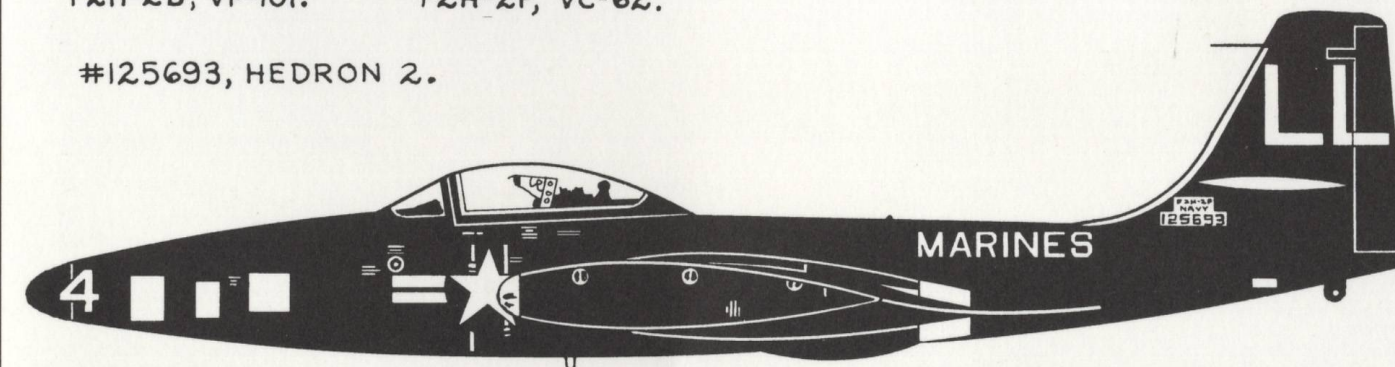
F2H-2B, VF-101.



F2H-2P, VC-62.



#125693, HEDRON 2.



LOWER WING CODES

UPPER RIGHT WING CODES

